



ALL HANDS

MAY 1982

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- Grim Task for Divers



Where's my momma? USS Bonefish (SS 582) had a special visitor come aboard when the submarine recently visited Ensenada, Mexico. The seal allowed the sub's sailors to get close during the unannounced visit, but it wasn't interested in remaining aboard. It just sort of stopped by to give Bonefish its seal of approval. Photo by Cmdr. M.C. Current.



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ALL HANDS

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Front: FN Don Bailey finds much to see and do on the streets of Casablanca. Photo by PH1 Douglas P. Tesner.
Back: Japan—land of beauty and grace, as exemplified in a photograph of a geisha doll. Photo by PH2 Bob Hamilton.

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It's No Laughing Matter



In a Gallup Poll conducted last year, a cross section of Americans voiced the opinion that as much as 25 cents of every defense dollar probably is wasted. They felt that in the federal government, in general, the waste is even worse: 32 cents.

Those polled are not so far off the mark. The federal government loses a staggering amount of money annually through fraud, waste and abuse. The total extent of loss is unknown (waste and abuse are especially difficult to measure in dollars and cents), but the yearly tab for known fraud cases in the federal government has skyrocketed to the multimillions.

A recent study showed that in a two-and-one-half-year period alone, nearly one-half of 77,211 government fraud cases were traced to defense agencies—including the Navy. The loss was estimated at \$220 million or about \$410 for every man and woman in Navy blue—an enormous amount by anyone's standards. But large as it is, that amount can be described simply

as being only the tip of an enormous iceberg.

How does it all start? Who's responsible? What can be done about it?

The answers to the first two questions are easy. Fraud, waste or abuse in the Navy begins with you and me—and every other One-Navy person, whether civilian or military. We're all responsible. In a thousand and one ways—when we waste supplies, abuse leave, fudge on expense accounts, add to travel expenses or falsely claim dependents—we make that iceberg bigger and tougher to break up.

The answer to what can be done about it doesn't come quite so easily; it involves personal accountability, not only for oneself but also for one's shipmates and co-workers. That accountability makes everyone responsible for reporting abuses when they're witnessed and for working openly to eliminate waste. It means that cheating the government in any way is fraudulent.

The problem of fraud, waste and abuse



in the government has received a lot of publicity lately. Still, fraud is not anything new, and there is no denying that it exists in the Navy. The Navy, however, is doing something about it.

The Naval Inspector General, Rear Admiral E.W. Carter III, is the Navy's prime mover in the battle against fraud, waste and abuse. He is the agent of the Secretary of the Navy and Chief of Naval Operations for self-analysis and self-criticism of the Navy's internal management, operation and administration. As the embodiment of the Navy's policy to eliminate fraud, waste and abuse, the inspector general lends a ready ear to people relaying information which may lead to an improved management system, a recovery of funds or a conviction. The inspector general wants to know what you know—or even what you *think* you know—about fraud, waste and abuse in the Navy.

The inspector general's office is the Navy's watchdog in protecting the American public's interest. In coordinating the attack on these problems, the Navy will not hesitate to investigate anyone regardless of rank.

Such investigations already are showing results. During the six months ending Sept. 30, 1981, the Naval Investigative Service completed 1,414 fraud investigations and 3,600 larceny investigations. The investigations covered a wide-range of job responsibilities and uncovered significant instances of fraud in specific areas such as false billings on contracts, wrongful use of government computers, fraudulent receipt of disability payments, forgery of money orders, diversion of government property and false travel claims.

As a result, the government actually recovered or realized a potential saving of more than \$4.9 million. The people found guilty of fraud were penalized according to the severity of the crimes. Some were punitively discharged; some were fined or reduced in grade; numbers of civilian employees were dismissed from their jobs.

In addition to the discovery of the fraud and the recovery of funds, another signifi-

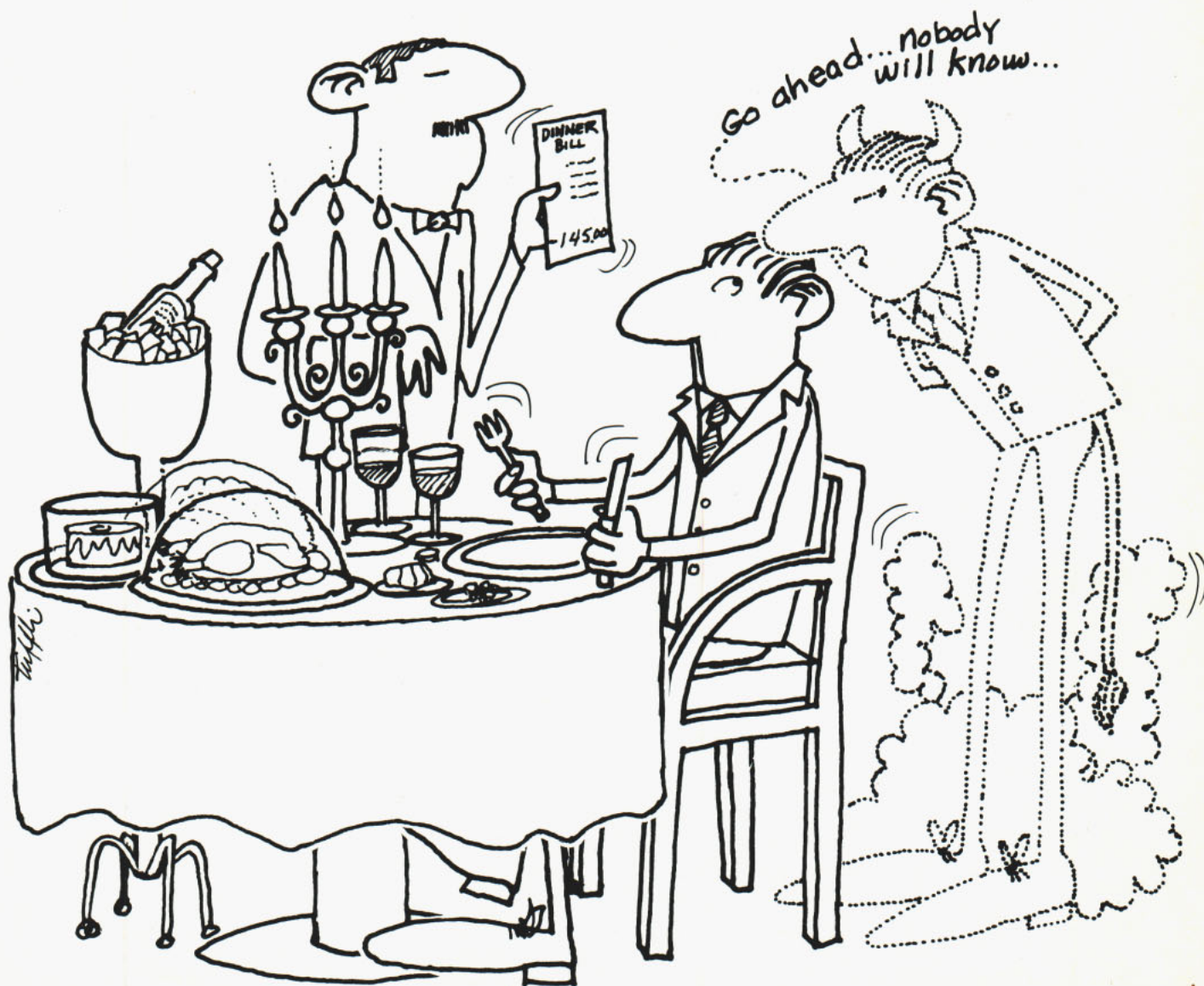
Fraud, Waste and Abuse

cant fact about those investigations stands out. Almost 500 of those cases came to light because Navy people took it upon themselves to report their suspicions. Everyone can support the Navy in its endeavor to uncover these abuses. If you are suspicious that any action might involve fraud, waste or abuse, report it to your superior. Above all, use the chain of command. If, because of circumstances, you cannot make use of the chain of command,

call the local Naval Investigative Service office. You might prefer to use the confidential DoD Hotline set up to combat fraud, waste and abuse: 800-424-9098 (toll free), 693-5080 (Washington, D.C., area), 223-5080 (Autovon). Any of these actions can put into motion an initiative criminal intelligence operation (ICIO) by the Naval Investigative Service.

Through such an operation, NIS first determines if criminal activity actually exists

within a naval element. The ICIO does not have to be based on overt criminal activity such as 50 one-pound cans of coffee missing from the commissary's shelves. It can be put into action on the basis of suspicion, for example, that unauthorized people are using the commissary, that there have been frequent shortages in a unit's non-appropriated funds, that there are too many inventory shortages to be considered merely paperwork errors. In many cases, such





pay back, plus \$47,488.63 in fines for a total of \$218,384.63—an average of \$1,866.53 per fraudulent claim. Additionally 79 of those cases were subsequently prosecuted by the U.S. attorney.

So even though a travel claim might seem a likely place to pick up a little pocket money, it also is highly suspect. Reviewers are taking second looks at a lot of claims these days.

Another area being watched is the Dependency Assistance Program. Generally, you can claim as a dependent a person

such as a parent or your child who lives away from you and for whom you provide more than 50 percent support. However, there are those who actually make up non-existent dependents. Or they claim actual relatives, but such relatives are not dependent on the military person.

In an attempt to unearth these fraudulent claims, the Navy Finance Center in Cleveland, Ohio, routinely sorts out claims every month for special review. Suspicious ones are sent on to NIS for investigation.

What happens to those who make false

suspicious come from people in a position to review stock inventories, cash flow records, or damage and travel claims.

Ah, travel claims—now there's something. This is an area ripe for the picking. Who knows, say, that you didn't actually pay \$48 for a hotel room? And why not add in \$20 additional a day for food? A travel claim seems a likely place to grab a few extra bucks. At least it sometimes seems so to the individual who thinks that a single claim isn't anything for the government to raise a fuss about. After all, who cares about an extra \$8.77 on a travel claim—it's a little thing. Well, think again.

It's true that cases one reads in the newspapers are usually big, one-of-a-kind frauds: the \$10,000 bribe, the \$60,000 contract kickback, the acceptance of an expensive fur or piece of jewelry. What we don't read about—nor realize the extent of—are the everyday, so-called little things like those travel claims.

Let's see just how trifling travel claim fraud really is.

In May 1978, a Naval Investigative Service resident agency on the West Coast initiated a criminal intelligence operation to look into 180 suspicious travel claims submitted by shipyard employees. Of 117 investigations completed as of Oct. 30, 1981 (52 proved not fraudulent; 11 remain to be resolved), the government recovered \$170,869.01, which the employees had to



Fraud, Waste and Abuse

dependency assistance claims? First, those found guilty administratively are made to pay back the amount that had been allotted; in addition, they are subject to disciplinary action which can extend to a dishonorable discharge, five years confinement at hard labor, loss of all pay and reduction to the lowest paygrade. Suddenly, fraud is expensive—to you.

"Every time we find a loophole in the system we plug it," said Daniel J. Sweeney, assistant director for criminal investigations. "Most of the safeguards are there, but there are some things we've overlooked. That's why Navy managers must be especially aware of 'cumshaw' and 'midnight requisitions.' All Navy people must be vigilant and ready to report any suspicions."

So, even though the system is working, especially in areas where paperwork is subject to review, the Navy is still losing millions of dollars a year in other ways. In hand tools alone—misplaced or lost through carelessness or stolen outright—losses are estimated to be in the thousands of dollars daily.

The money to replace those tools and other stolen items comes out of the Navy's budget and out of a command's operating funds. It means a reduction in resources available to support operating units. Eventually, the cost works its way down to the average citizen who pays for the loss through taxes. In other words, if you steal

from the government, you steal from each other and from yourself.

One group at the Norfolk naval station who thought they could line their pockets at the government's expense included several senior petty officers. They were stealing scrap metal, selling it cheap to a junk dealer who held a contract to buy Navy scrap, and pocketing the payment. They—and the junk dealer—are now under federal indictment. Their Navy careers are ruined.

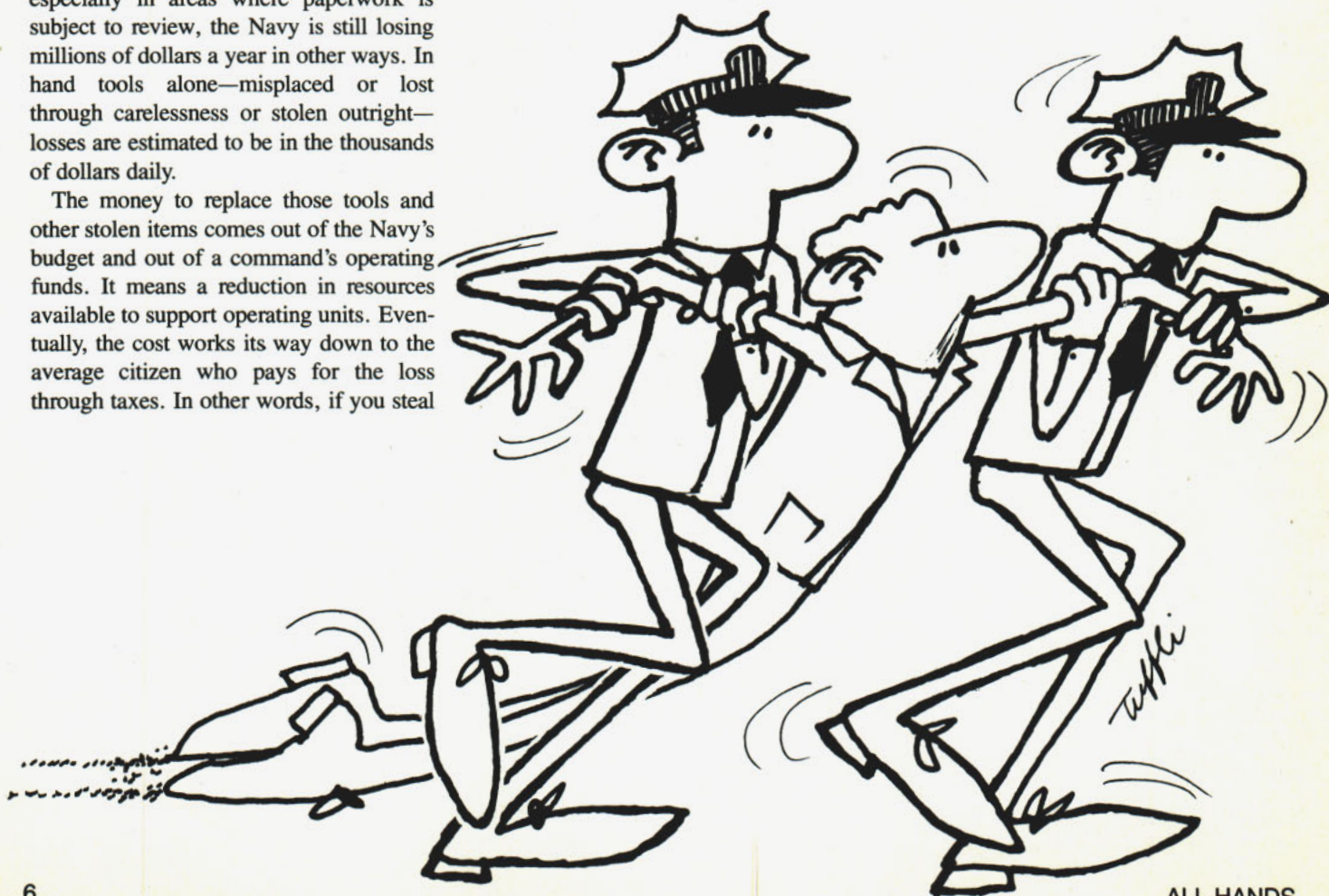
Sometimes, NIS gets more than it goes after, and investigations into suspected criminal activity often result in the discovery of waste or management inefficiencies in addition to outright criminal activity.

One case in point was a "storefront" (sting) operation set up by NIS agents in

Vallejo, Calif. Acting as fences, agents rented a building and passed the word that they were in the market to buy hot property. According to NIS agents, stolen goods began to pour in, but not all of the items had been stolen from the government. Much of it had been stolen in the civilian community. Thus, in addition to recovering \$30,000 over and above the cost of the operation, it benefited the community by exposing a burglary ring.

The Naval Investigative Service feels that in uncovering and combating fraud, the chain of command is still the most effective reporting method.

If a sailor or a civilian sees something he doesn't think is proper or feels it is an abuse of the system, he should report it up the chain of command. Whether it's using





franked envelopes for personal mail, stealing paint or making long-distance personal calls on government lines, it must be reported. If the chain doesn't act, the sailor should write to the respective fleet inspector general or to the inspector general's office in Washington, D.C.

Troubles on a grand scale have come to light through various means. In one case, stolen batteries were being sold for their silver content, which had a market value of \$1.5 million. In another scheme, new aircraft turbine blades made of a special metal were salted away in scrap piles to be sold later to metal dealers. Profits reached the \$500,000 mark until that scheme was uncovered.

If you use the hotline, the Naval Investigative Service requests that you identify yourself; at your request, your name will be kept confidential. Sometimes the NIS investigation runs into a dead end that might be opened up only by asking for further details from the person who made the initial call. "If we have no one to come forth with additional information, we might have to drop the investigation," said Special Agent Joseph O'Connor.

But no matter how the information comes in or how sketchy it originally is, the Navy will investigate all leads. In the quest to root out and eliminate fraud, today's Navy means business.

So, if you're living in government quarters and still drawing BAQ, you had better

move or eliminate the BAQ. Set your record straight.

If your buddy—recently assigned to Guam—plans to fly across the United States but then claims that he drove, advise him not to try it. Investigators will want proof of how he disposed of the non-existent car.

If you know your co-worker is accepting gifts from a contractor, tell him or her it's best to say no. That trick is a good way to lose one's job.

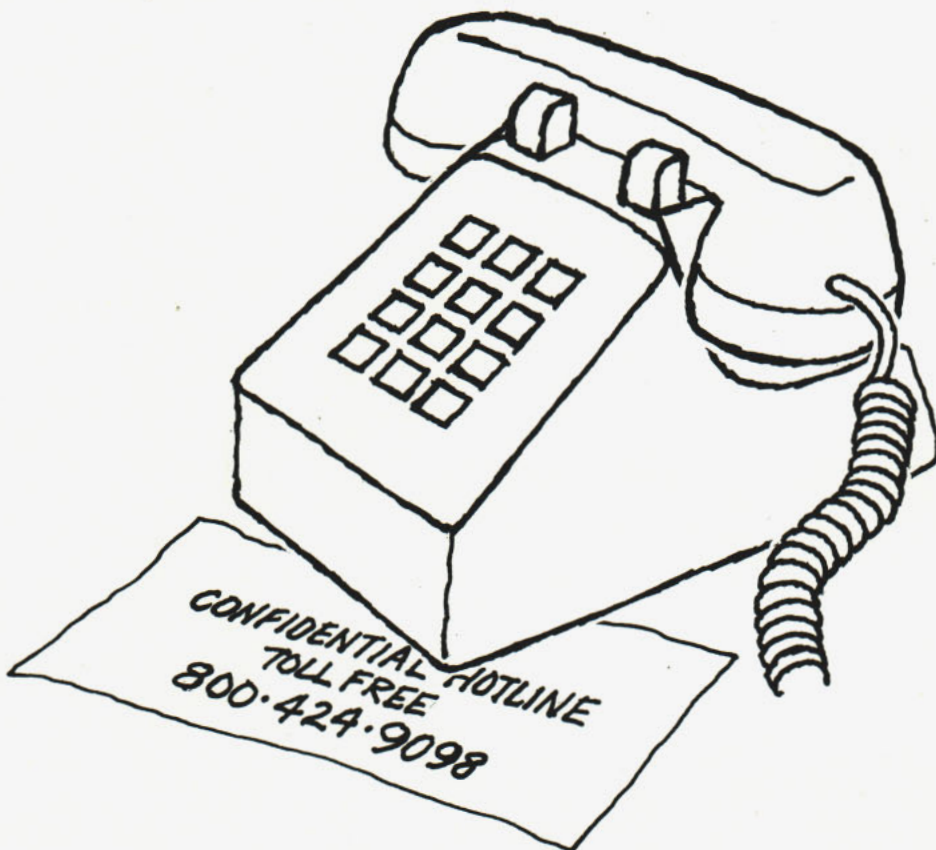
If you're thinking of submitting a dime store receipt instead of a bona fide hotel bill from your last trip, think twice. Reviewers are looking closely at all such submissions; bills for lodging require the name of the hotel, location, dates and exact amounts paid out.

And when claiming allotments for dependents, better make sure that they really are dependent on you. The Navy Finance Center has a way of catching up with these claims.

What it all comes down to as far as fraud, waste and abuse is concerned, you are your brother's—and sister's—keeper. It is your responsibility to watch for it, eliminate it when you can and, above all, report it. No one who abuses the government system can claim ignorance. It's done knowingly.

—Article by Joanne E. Dumene
and JOC James R. Giusti

—Cartoons by Michael D. Tuffli



Shipboard Simulator

As Near to Real

When the Green nation surrendered, a large island chain in the Pacific was given to the Orange nation.

For the next 35 years, however, the Orange nation did little to develop those islands and did not object to the Green nation fishermen who fished the bountiful waters surrounding the string of islands and atolls.

In early 1981 when the Orange country learned that, in addition to fishing, Green intended to drill for oil, it immediately fortified the islands. Airfields were constructed and equipped with warplanes; pier facilities were built on two of the islands.

In June, Orange went a step further and declared the waters surrounding the islands an inland sea over which they would have total jurisdiction. This meant the Green nation could no longer fish those waters and certainly there would be no oil drilling.

Green asked the United States for help in rejecting Orange's mandate. Navy Task Force 74 deployed to Green nation's northern island and stood ready to help Green's forces protect the drilling operations. The task force would enter into the claimed inland sea only if attacked while escorting oil rigs into the area.

Task Force 74's flotilla consisted of more than 19 vessels and two fighter jet squadrons. Aboard two guided missile frigates, tension was visible on the faces of sailors. Throughout the ships' compartments, eyes followed the clocks' hands. Forgotten was the previous night's liberty on the town. The sailors wondered if all their training would pay off. Would they be able to work as a team?

Then the worst happened, the Orange nation's fleet made its move—threats dissolved into actions.

The task force commander quickly reacted. He calmly picked up the mike and broadcast over the public address

system—"Commence the battle problem."

TENOREX 1981 was under way.

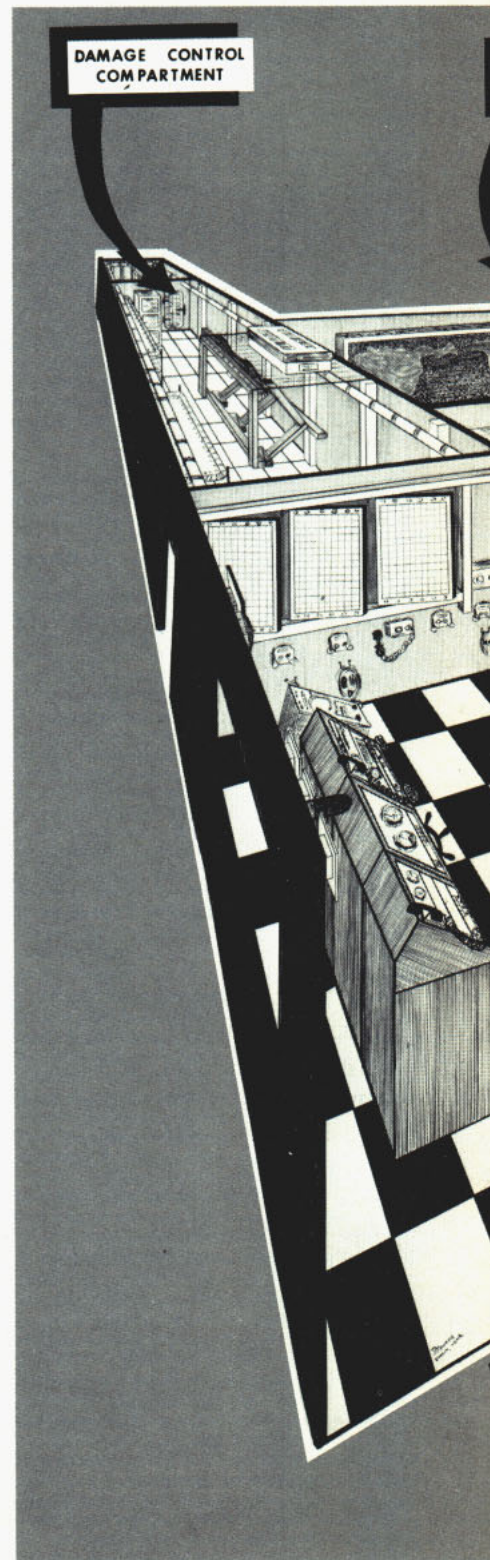
Sponsored and created by Captain William L. Horne and his command, Naval Reserve Readiness Command Region 10 in New Orleans, TENOREX was the culminating exercise of a year's training on the shipboard simulator (SBS). And fortunately for the 700 naval reservists involved, the foregoing scenario existed not on the high seas, but simultaneously in the computer banks of digital target generators housed in the SBS located in Houston and near Lake Pontchartrain on the outskirts of New Orleans.

Purpose of the two-weekend exercise was to involve the 17 Naval Reserve Centers in the region's five-state area in planning, preparing, executing and evaluating operational readiness without actually deploying reservists aboard ship.

But questions arise: How could they learn about ships, tactics and controlling battle damage if they don't go to sea? How can one be in a battle situation and not be on a ship?

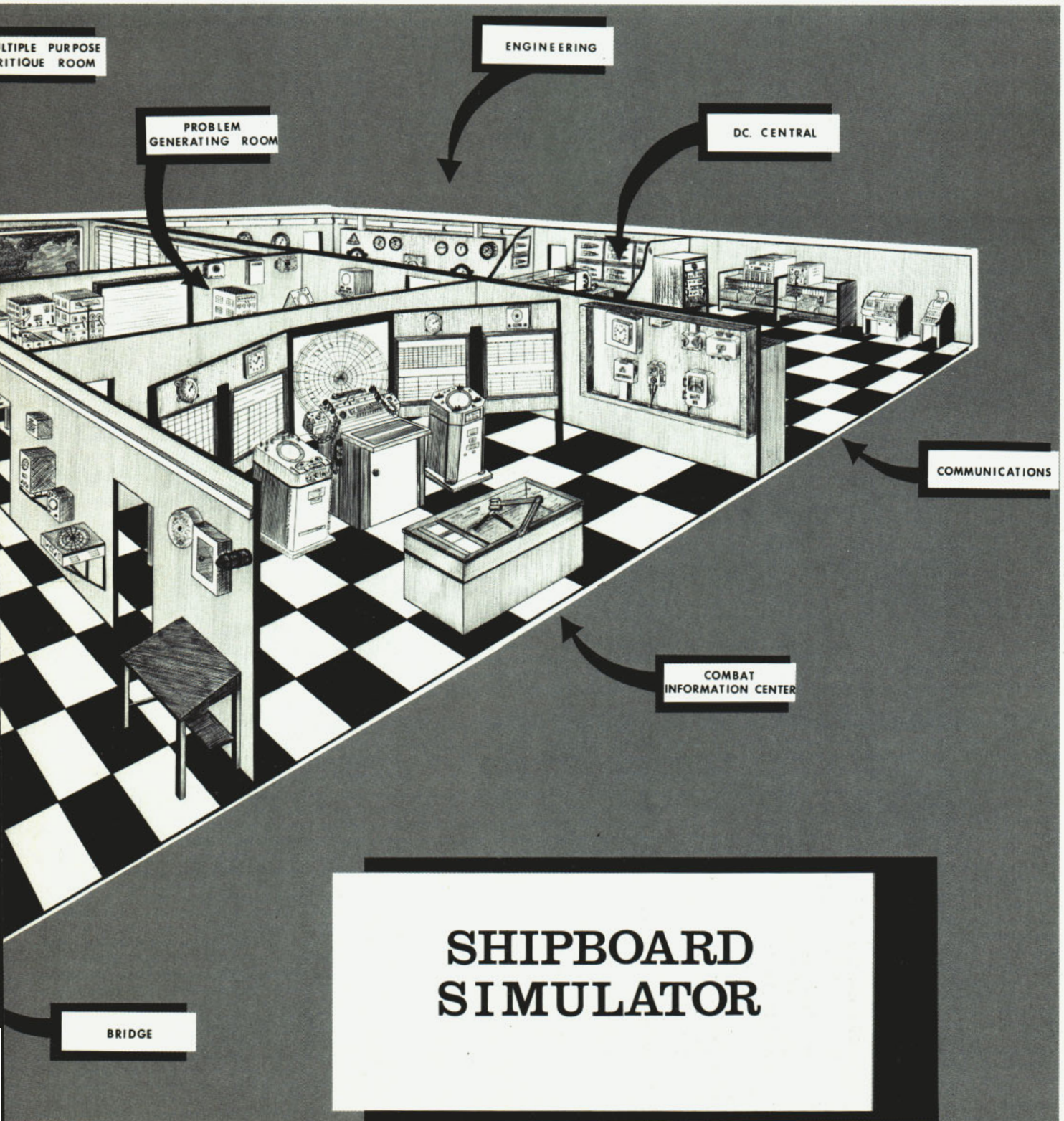
The answers lie in the shipboard simulator, a training device that duplicates the conditions likely to be encountered aboard ship. RedCom 10 has two of the 26 operational SBSs in the Navy—one in Houston and one in New Orleans.

Externally, the SBS looks like a small, windowless building. However, its interior resembles the departments found on a ship-of-the-line—the bridge, combat information center,



The shipboard simulator, a modular mock-up of a combat ship's compartments, is proving to be an invaluable aid in training Naval Reserve units.

As You Can Get



Shipboard Simulator

damage control central, main propulsion and radio central.

Through a central computer and the digital target generator, the bridge, helm and the CIC can be fed up to 35 emergencies. Crew members then respond as if they were actually at sea and under attack. Battle action comes hot, heavy and quick. Just when one problem is solved—evading a torpedo for example—in come attack aircraft dropping bombs, calling for more evasive action.

If the “ship” receives a hit, damage

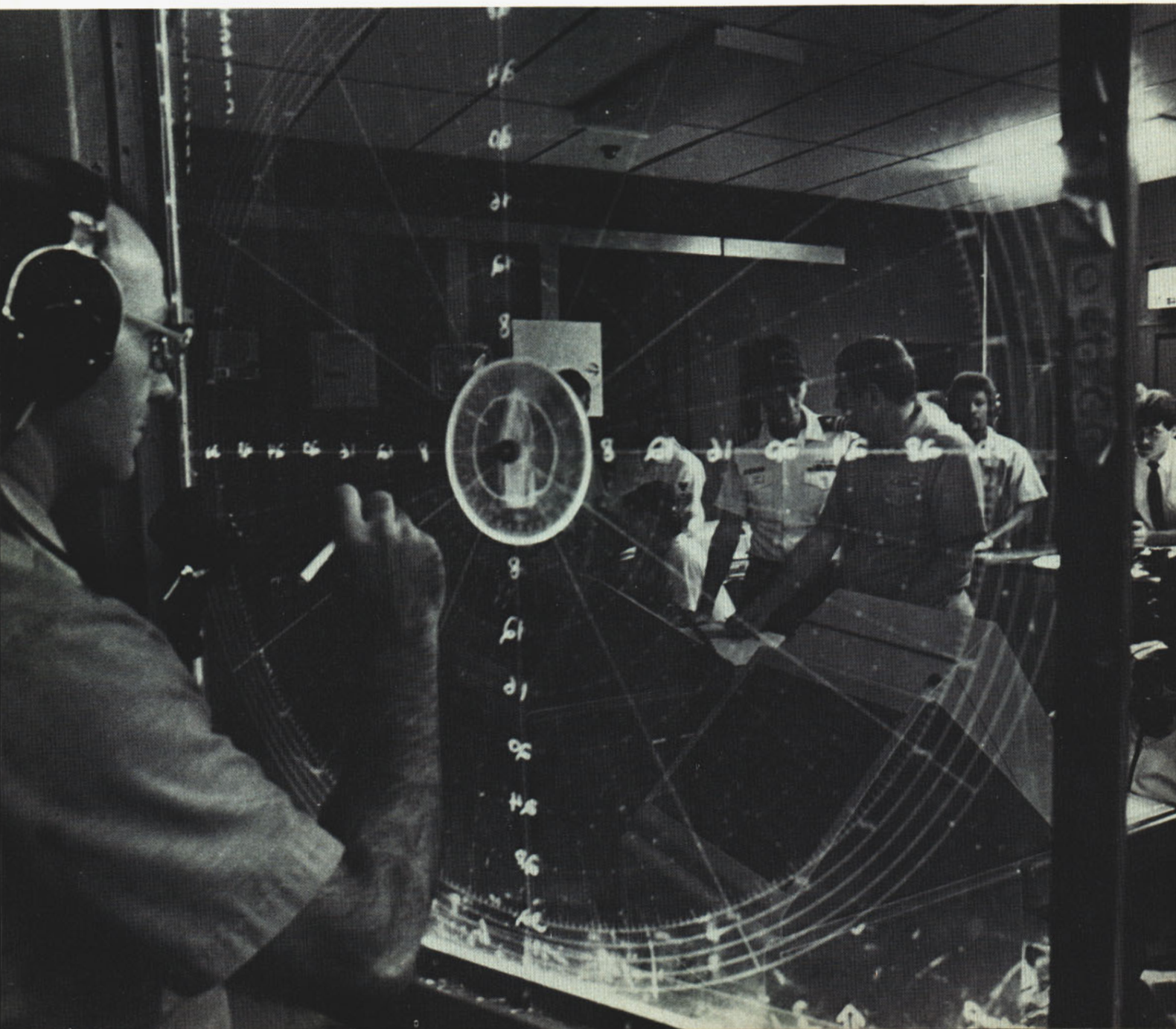
control central plots the damage and then relays the information to the nearest repair locker team. The team repairs the damage in one of the simulator’s unique compartments. It simulates a collapsed bulkhead in need of shoring, pipes which have to be patched and fires that must be doused. All this usually takes place as the compartment continues to flood.

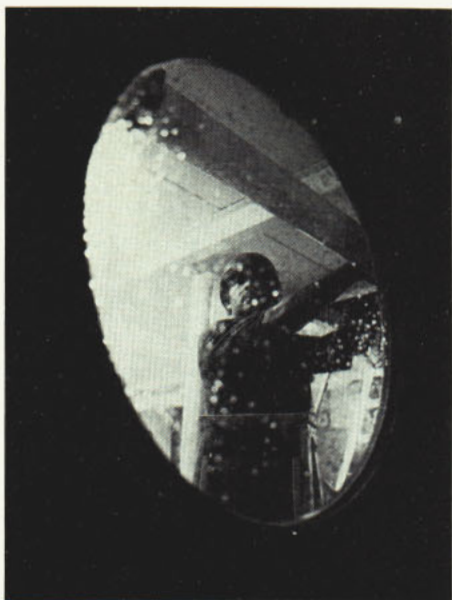
When the “ship” is on the offensive and scores a hit, the blip representing the enemy on the CIC radar screen will vanish. Says Horne, “About the only

thing not simulated is the water. But this is *not* tabletop war gaming. What happens aboard ship under battle conditions happens in the SBS—it’s all extremely realistic.”

TENOREX wasn’t the first time these reservists had manned the SBS. Throughout the year, region 10 sailors

Below: Realism in the SBS: the combat information center where the “enemy” is tracked and plotted. Opposite page: A reserve fire team (bottom) prepares to enter the damage control trainer. A porthole in the trainer where a crewman (top) patches a leaky water main.





had used the simulator extensively in both New Orleans and Houston; each team going through the SBS at least twice ungraded. While two visits are a minimum, they have been aboard the SBS on four occasions. The emphasis was on training. TENOREX, the final exam, was the culmination of 12 months of individual training within a team training environment.

"Each reservist is trained and tested at various watch and battle stations while the entire crew is evaluated on how well they perform together," said Lieutenant Commander Tom Plictia, officer in charge of the Shipboard Simulator Laboratory and School in New Orleans.

Added Commander Martin Block, commanding officer of Naval Reserve Fleet Training Group San Diego Det 210 in Houston, whose unit designed the battle problems and wrote the computer tapes: "The only elements that are different with this final exam are the order and rate at which the crews are subjected to battle conditions. The SBS can simulate over 100 battle conditions or problems in the two-hour exercise, but units will be presented with 35 or so."

"This training points out areas which can be the basis for classroom training when these people get back to their home reserve centers," Horne said. "In any event, they will be in the home reserve center more often than at the SBS site. Now the classroom training is tied to deficiencies spotted while in the SBS."

Not everything in the SBS can be practiced in the classroom, but Horne says if a team practices procedures and internal communication they inevitably become better at preplanning and organization. That way, half the battle is won. He said it's usually boring at a reserve center when for 16 hours one weekend per month all his people get is schoolhouse theory. To remedy that, Horne said his goal is to get the reservists out of the classroom and give them good hands-on training; get them involved in decision-making exercises.

The fact that region 10 has gone from last (of 16 RedComs) to second place in retention appears to bear out the CO's belief that the SBS tool offers "superb instructional quality."

"When I offer newcomers this type of training, they join a unit. When all I offer them are classroom lectures, they say 'no thanks.' The SBS has been good for retention and weekend away training (WET). It's really boosted morale."

Morale ran high as did enthusiasm throughout TENOREX. Lieutenant David Treppendahl, who served as tactical action officer in CIC, felt it was



Shipboard Simulator

his most challenging, productive and realistic experience to date.

One umpire in TENOREX was Hull Technician First Class Barry Edwards, an eight-year veteran. His job was grading the repair party's response to the "ship's" physical problems.

"We had a ruptured firemain and a flooded compartment, a hole in the ship's hull, a sagging bulkhead and a class-A fire," he said. "The shipboard reality is here; this situation was about as near to real as you can get."

The reservists fighting the battle looked at the exercise in the same light. Following one reserve center's exam, Horne lauded a sailor for continuing to try and work his radar even when it was malfunctioning.

"The point is he didn't give up and say, 'OK, it doesn't work, let's go home.'"

Another positive aspect of the SBS training is the savings to taxpayers.

Training costs during TENOREX were about \$40 per reservist for the weekend. Said Horne: "You can't get a ship under way for anything near that amount."

While the shipboard simulator has been the primary means for training sea-going reservists, TENOREX wasn't designed exclusively for them. Communications units from New Orleans and Houston monitored radio signals and handled message and telex traffic. Naval control of shipping units provided rules and procedures for organizing and deploying the merchant convoy which the ships were protecting. Legal points of maritime and international law were handled by Judge Advocate General Corps reservists. Medical units from New Orleans and Houston kept track of first aid and safety practices.

Two of the most important reserve units in TENOREX were the unseen

villains from the Orange nation who ran the digital target generators and computers. For the preceding year, as their reserve counterparts had rehearsed shipboard command and control on the SBS, detachments from fleet training groups were busy checking the complex inputs of ship speed, exercise time, attack problems and defensive actions. In short, they assumed the role of the enemy and kept their submarines, aircraft and weapons playing havoc with the two "frigates."

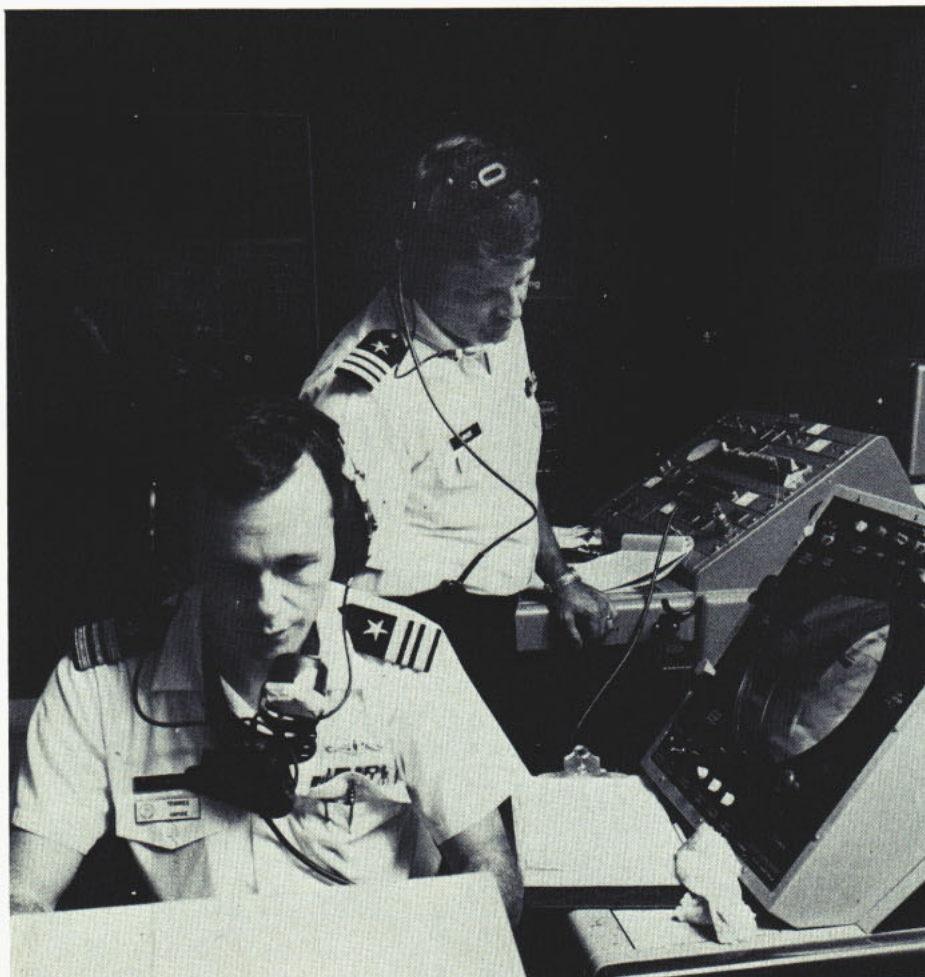
Horne sees the SBS as a catalyst for readiness among Naval Reserve Centers, a sort of wave of the future in sophisticated warfare training. "Eventually, I think I'll be able to put a price tag on how much readiness an SBS buys for the Navy. The more we use it, the better we'll become."

Improvements, just short of making it float, are on the way for the SBS—fine-tuning the engineering module, adding anti-submarine warfare capabilities and linking digital target generators in five or more cities from a central location are just a few.

Expanding on the SBS capabilities will undoubtedly offer better training and add to the realism, but it will also result in even more complicated exercises. Horne hopes the next TENOREX will see several reserve group "ships" sailing together while being presented with multiple common threats. That way the crews will be subjected to emergencies unique not only to them but to the entire task group.

"This time we were oriented toward the SBS crews as individual units," he said. "The next TENOREX will be a free play—that is, we'll program the computer as we go along. It will add to the challenge and realism."

—Story by JO2 J.D. Leipold
—Photos by PHC Bernard Cleary



The "enemy" controlled the tempo of TENOREX by plugging in 35 problems in a two-hour time frame on the digital target generator.



Casablanca

Casablanca

Visits to foreign ports are real Navy adventures that are repeated many times during a year. One such adventure last year was when Sixth Fleet ships USS *John Rodgers* (DD 983) and USS *W.S. Sims* (FF 1059) made a three-day visit to the Moroccan port of Casablanca. For many of the men on board, it proved to be the highlight of a five-month Mediterranean deployment.

According to one *Sims* sailor, one of the most rewarding aspects of the visit was working on a school for mentally handicapped children. "The school was really in dire need of re-

pair," he said. "The paint was coming off the walls, and the floor was dry rotted, but we managed to get a lot of the work done in just three days."

"The crews from both *Rodgers* and *Sims* did a great job at the school," said James Bullock, director of the American Cultural Center in Casablanca who also was on hand to watch the ships' arrival.

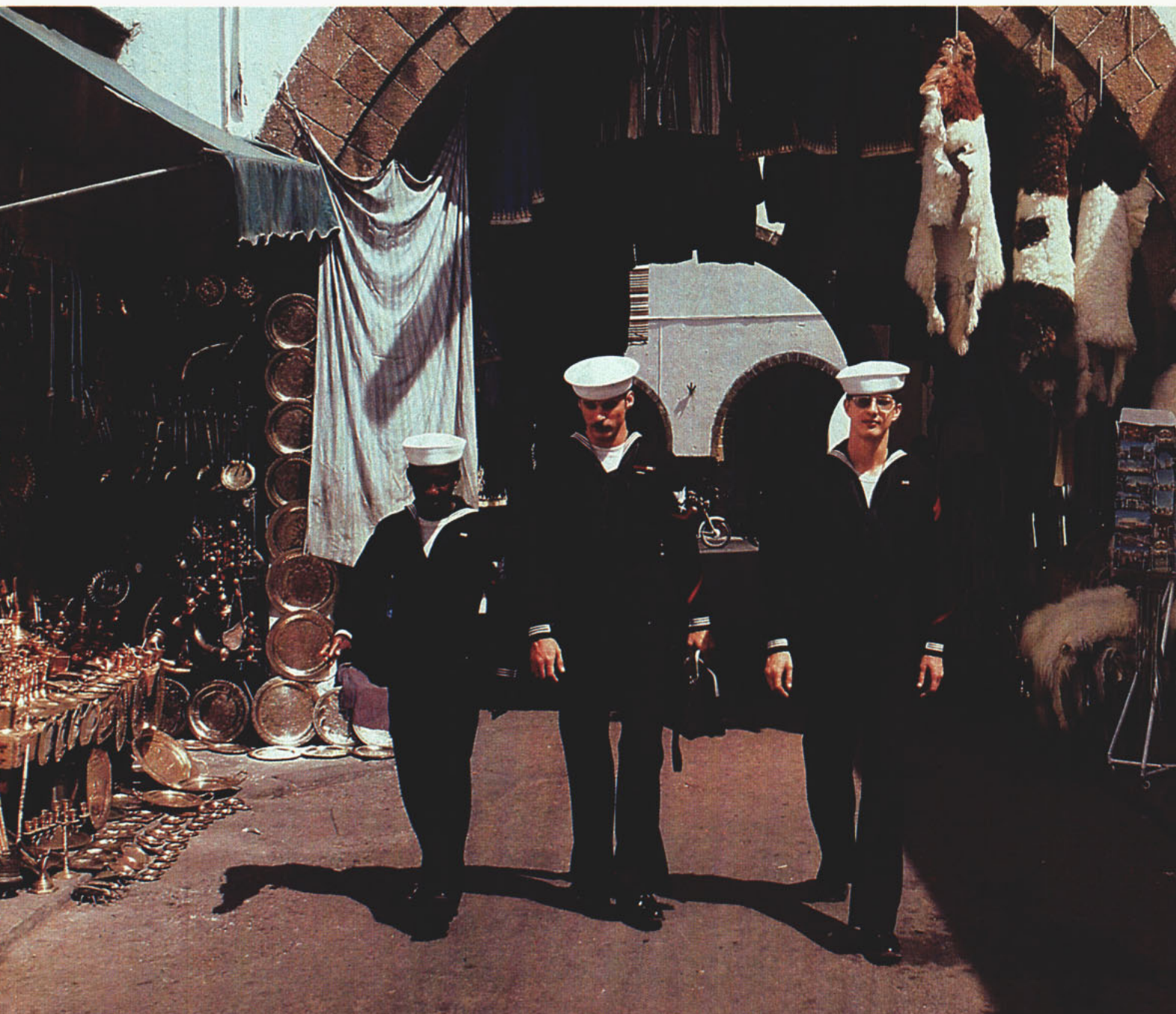
"They really looked good with all those sailors manning the rails, and it made me proud to be an American.

"I also was very impressed by the men going on liberty in uniform.

They really looked proud, especially the men in the traditional jumper uniform," he added.

Communications Technician Collection Third Class John Swessel of *John Rodgers* found his uniform a great help in shopping. "People were much more open and friendly when I wore it. I was sort of a center of at-

Clockwise from right: CT3 John A. Swessel and QM3 Jeffery A. Jackson check a map of Casablanca streets before going ashore. Beautifully crafted brass catches a sailor's eye. FN Don Bailey, Swessel and Jackson faced with barrels of olives—what a choice. Courtyards, alleyways and arches are part of Casablanca's charm.





Casablanca



tention when I wore my uniform," he said.

Casablanca, an Atlantic port city and the largest city in Morocco, has a population of about 1 1/2 million. Handsome boulevards and fine parks, a race track, sports stadiums, new and old shopping areas and beaches attract tourists from all over the world, and the Navymen were determined to see and enjoy all Casablanca offered.

Shopping in the Medina in the Arab Quarter was a new experience. There, sailors found everything from scribes who write personal letters in Arabic script to sellers of some of the

finest silk in the world. They soon found they were expected to haggle over prices and learned to begin by offering about one-half of what was asked.

According to Swessel, there just was not a bad deal in town for the sailors. "When you started bargaining, prices were always high. But with a little effort and time on our part, the shopkeepers would always come down in price."

"It was really unbelievable; I had never seen anything like that before," said Quartermaster Third Class Jeffery Jackson. "I wanted to buy a gold ring or a bracelet, but I was totally lost. There must have been 50 or 60 stores that did nothing but deal in gold."

For some sailors, the beaches were the biggest attraction. They are separate areas along the beach front, each one charging admission and providing

bathhouses, towels and even swim suits. Each beach area has its own ocean-filled pool so that swimmers will not be exposed to the frequently dangerous surf and the rocks.

"It was just one large swimming pool after another," said Engineman Fireman Don Bailey. "Some of the pools were the most beautiful and largest I have ever seen. It really was an amazing sight."

During the three-day visit, the men of *Sims* and *Rodgers* came to know Casablanca as much more than just the title of the old Humphrey Bogart movie. It was an exciting city, and one, according to Seaman James Alvaradu, where "the people are friendly and hospitable, the weather is great and the city sights are memorable.

"I'll always remember Casablanca."

—Story and photos
by PHI Douglas P. Tesner

Counterclockwise from left: A shoe repairman does his work with pride. With so much to see in Casablanca, stopping to look is part of the fun. Copper pots line a wall in one of the many specialty shops. While some sailors tour the city, others attend to the everyday work that must be done even in liberty ports.



A Winning Combination

When Commander Sai Manning became the Navy's first master chief in the late 1950s, he reached a milestone in a career which has since spanned another three decades and is still going strong.

Today, he commands the Naval Reserve Force ammunition ship USS *Pyro* (AE 24), a job he says is one of the most challenging he's had during the naval career he began in 1940.

"The responsibility that goes with a command at sea is awesome at times," Manning said during an interview in his stateroom. "As the commanding officer, you're the father confessor, you're the judge and jury. You are the individual who's responsible ultimately for everything. You can't get away from responsibility."

Manning's generally easygoing tone turns serious when he talks about the role of commanding officer. "At sea, the safety of your people, their training, the readiness of your command and the material condition of your ship rest solely on the shoulders of the CO."

Manning meets the challenges of command by applying a set of values he formulated early in a career that includes more than 34 years of sea duty aboard 14 ships and as CO aboard the last three. Good management is the backbone of those values.

"Effective management is the most important tool a commanding officer can use to get his ship up to par and to ensure the proper expenditure of his dollars and use of his people," Manning said.

"Communication is another important aspect of being an effective commanding officer," he said as he folded his hands on

the table before him. "As a CO, you have to be able to communicate with the lowest echelon of your command. In doing that, you're always aware of the needs and concerns of your people."

Manning has maintained strong ties with the people working for and with him throughout his career. It's through those years of effective communication that he developed his listen, learn and teach brand of leadership.

He knows most *Pyro* crewmen by name and frequently stops during routine tours of the ship to chat with the men about their families or their professional development, one of Manning's greatest concerns.

"I worry about my younger men. I hate to see them get into trouble, but I especially don't like to see a young man with potential not develop that potential," he said. "I don't expect a lot more than what a man is capable of. But I certainly expect him to function to his utmost, and I fault him if he doesn't try to better himself."

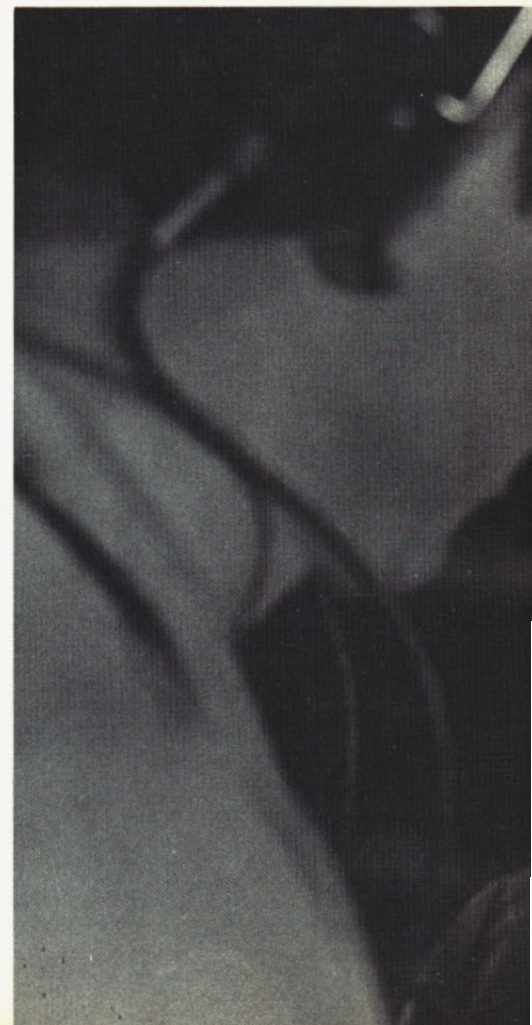
The captain's husky voice carried the authority of experience as he explained that crewmen not trying to better themselves were in professional doldrums. To help combat the doldrums aboard *Pyro*, he instituted a tutoring system. When a young man shows signs of waning professional enthusiasm, a senior petty officer is assigned as his tutor.

"The tutors work with the young men, talk to them and help them in their weak areas. They also help prepare them for advancement exams."

Since the tutoring program was instituted aboard, the ship has boasted a 90 percent success rate in advancement exams.

Shifting a cigar from one side of his mouth to the other as his cheek bulged with chewing tobacco, a combination which has become sort of a trademark, Manning said, "I think it's natural that if you spend the years I spent as an enlisted and chief petty officer, you're going to understand the very complex American sailor a little bit better.

"It's important to know where the sailor comes from and where he's going, the little



things that will motivate him and get his attention and how to help him along."

It was during his enlisted years as a radioman aboard the submarine *Ice Fish* during World War II that Manning earned the name Sai—not his given name, but today his legal name.

Chuckling, Manning recalled how he came by the name. "We had pulled into Saipan for a short visit. I had a wicked thirst for a beer. I convinced the officer of the deck that my father was a missionary and that I had been born in Saipan. I told the OOD I would sure like to go ashore and visit some old friends. He let me go. I had my beer. And after that I was known as Saipan. Over the years that was shortened to Sai."

Manning's role as commanding officer of *Pyro* is unique to most Navy ships because a large part of his crew is part-time. *Pyro* operates with a two-thirds regular crew and the remainder made up of Selected Reservists. When the reservists (SelRes) aren't aboard, the regular crew picks up the additional workload.

"I think the SelRes concept works," he said. "I wish we had more people. But the people we do have are doing a great job. Here aboard *Pyro*, the One-Navy concept is a working reality."

Whether talking about his crew or sailors in general, the CO's enthusiasm about the caliber of the Navy's enlisted people rings loud and clear.

"We hear a lot about the individual in the Navy today being smarter than those in the old-time Navy," he said. "I don't think that's true. I think we've always had quality people. I'm extremely satisfied with the people I've had working for me over the years."

For Manning, those years include a variety of commands, from surface ships to submarines and staff commands to independent duty. He recalls them all fondly and says he never had a bad assignment.

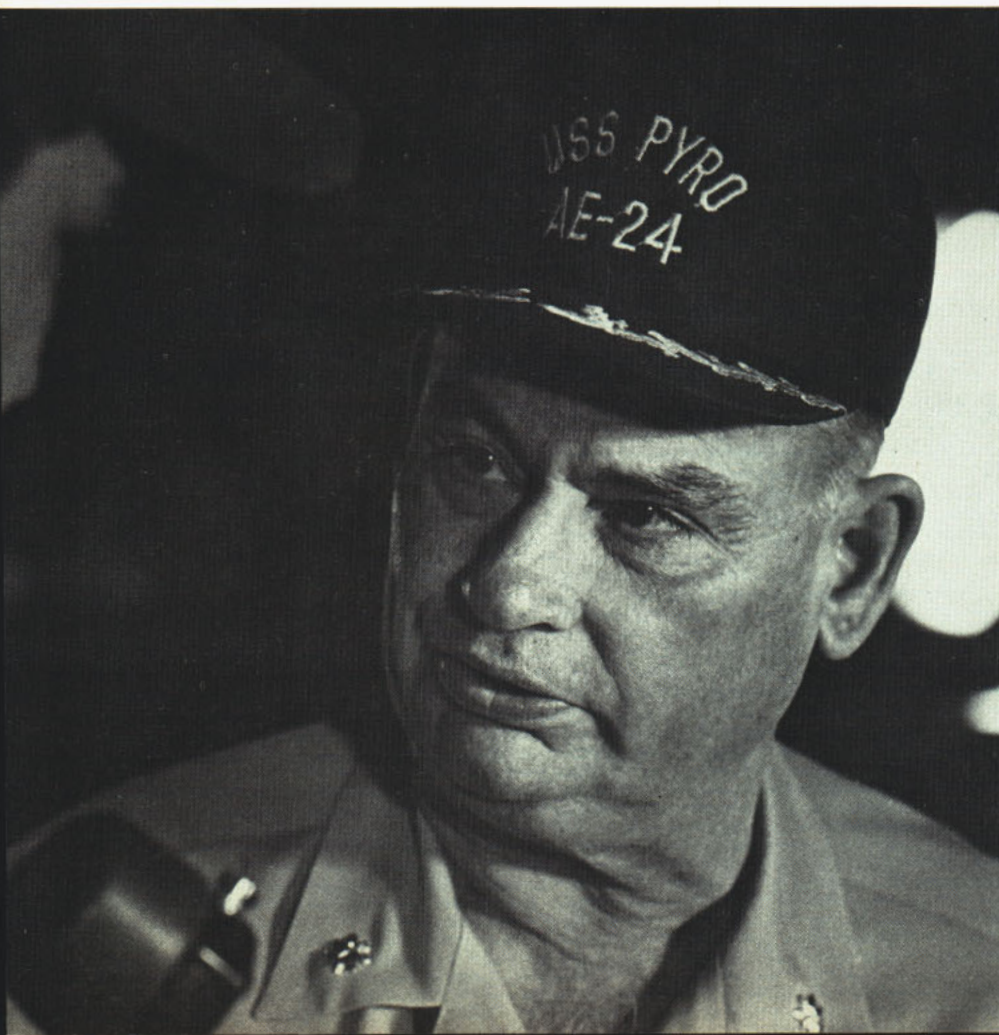
"I don't think I have ever had an assignment that wasn't interesting," he said. "And, I've been able to draw from a wide variety of experiences. Working with the people I have worked with—especially

some of our leaders—would make a very satisfying career for most people. I wish everyone in the Navy could be as fortunate as I have been in that respect."

Asked about his plans for the future, Manning said he doesn't like to try to predict the future but voiced the same optimism that has carried him through a memorable career.

"I would like to think I still have something left to give the Navy," he said. "Even though I have a lot of time in, I think I have a lot of good years left. I'm going to have to retire some day, but until then, I'm sure the Navy will find a place for me."

—Story and photos by JO1 Lon Cabot



Above: Cmdr. Sai Manning speaks at a meeting of the Elks Lodge in Kodiak, Alaska, during a port visit there on a training cruise last year. Left: Manning takes time to speak with a *Pyro* crewman during training operations in the Northern Pacific.

Navy's Newest Carrier Puts to Sea

USS *Carl Vinson* (CVN 70), the Navy's fourth and most powerful nuclear aircraft carrier, joined the fleet March 13 at Newport News, Va., in an age-old, traditional commissioning ceremony. Powered by two nuclear reac-

tors carrying a 15-year supply of fuel and supporting a modern air wing of some 95 aircraft, the 95,000-ton ship is the third *Nimitz*-class carrier to enter active service.

The new carrier, named for

Georgia's Carl Vinson, who died in June 1981 only three months after the singular honor of having a warship christened to carry his name, brings U.S. naval carrier strength to 13.

Vinson served 50 years in the House



of Representatives. He became chairman of the Naval Affairs Committee in 1931 and continued as chairman when it was merged with the Military Affairs Committee to become the House Armed Services Committee. Except for four years of republican control of Congress, Vinson served as chairman of that committee for the remainder of his legislative career.

He was a leading advocate of a strong national defense and helped the United States establish a position of leadership on the world's oceans.

Immediately after commissioning, the giant carrier moved from Newport News Shipbuilding and Dry Dock Company to the Naval Station Norfolk. The ship and its crew face a busy year of training, inspections, exercises and shipyard upkeep periods before the *Vinson* makes its first operational deployment in the spring of 1983.

In Norfolk, final fitting out will be followed by two at-sea periods of ship's training and carrier landing qualification services for fleet aircraft. The ship will then head south to Guantanamo Bay, Cuba, where teams from the Navy's Fleet Training Center will conduct refresher training for the crew in virtually every aspect of ship operations and seamanship.

Final contract trials are scheduled for early summer in preparation for post-shakedown availability. The giant carrier will then go to sea again for a brief period of ship's training and fleet carrier qualifications. In early fall 1982, *Vinson* will begin to prepare for its first deployment with three phases of "type" training.

The ship's permanent air wing will hone its skills and become part of the ship-air wing combat team through carrier-landing practice and training designed to exercise all mission capa-

bilities. Team building will continue through early 1983 to culminate in an operational readiness exam with the ultimate goal—as with any carrier in peacetime—of achieving the Combat Battle "E" for excellence.

Only then, when it has reached its highest state of readiness, will USS *Carl Vinson* be ready to deploy and become a unit of America's battle forces, ready to support national interests wherever and whenever needed. —JED



Spectators (right) on the deck of the USS Mississippi (CGN 40) witness history in the making: commissioning of USS Carl Vinson (CVN 70). Photo by JO1(SS) Peter D. Sundberg. Following the ceremony, the giant nuclear-powered carrier's mooring lines are made fast to a pier at Naval Station Norfolk following transit from Newport News. Photo by PH3 Roger Pineda.

Bearings

Navy Shares Skills

For years the Navy had been looking for a way to help the residents of Vieques, Puerto Rico, with technical training. Now, because of the Atlantic Fleet Weapons Training Facility and its people, such help is a reality.

Last fall, the weapons facility organized its diesel mechanics and repair course which provided 168 hours of classroom and shop instruction in diesel theory and application. Volunteer instructors who were Navy-contracted RCA employees provided the know-how, and the Navy provided all of the course texts, materials and the classroom.

"Today, the Navy is sharing a great asset, its technical knowledge," said Captain Leonard J. Drude, the facility's commanding officer. Addressing the graduates of the course, Drude added that the combination of Navy, contract employees and civil service talent available to AFWTF represents a tremendous amount of practical talent in engineering and modern technology. "It is this knowledge and talent that we hope to share with you," he said.

Representing the Commonwealth of Puerto Rico's Department of Education at the ceremony, Dr. Santos Echevarria praised the course. "We are fortunate to have the help of the Navy and RCA in developing this program for the island's residents," she said.



Israel Colon, operations manager for the inner range on Vieques, coordinated this year's course. "Roosevelt Roads Naval Station's support was great," said Colon. "They provided the classroom at Camp Garcia and a complete diesel shop for the students. The facility brought in two engines that were due for overhaul and provided necessary parts to complete scheduled maintenance.

"The students did an excellent job," Colon said, "and there was a lot of enthusiasm from the start."

—Story by JO1 Al Holston, Jr.
—Photo by PHAN I.E. Lewis

Teodoro Rivera of Vieques accepts his certificate of training in a Navy-sponsored diesel mechanics course from Capt. L.J. Drude.



Midway Magic. USS Midway's (CV 41) arrival in Pattaya Beach, Thailand, meant more than a liberty port for its crew. For the children of a local orphanage, the big carrier's visit was a time for learning about ships and airplanes and, of course, feasting on cookies and juice. For one youngster, that experience wasn't enough. As Airman William Parcell was going about his business, "one child ran up to me and jumped in my arms, I knew I had been shanghaied—and I loved every minute of it."

Community Assist Program Works

Crewmen of UNITAS XXII ships—USS *Dahlgren* (DDG 43), USS *Stump* (DD 978), USS *Capodanno* (FF 1093) and USS *Plymouth Rock* (LSD 29)—completed renovation projects at orphanages, schools and hospitals in various cities throughout South America during the past several months.

They combined manpower and enthusiasm with material provided by the Commander, U.S. South Atlantic Force, and Commander, Destroyer Squadron 14. Navy men renovated elementary schools in Recife and Salvador, Brazil. In La Guaira, Venezuela, dozens of volunteers painted

buildings, made electrical repairs and planted 40 trees at a hospital.

At the port cities of Talcahuano and Valparaiso, Chile, volunteers spent five days completing renovation projects at four different orphanages.

Volunteers not only were rewarded by a sense of accomplishing improvements, but also by the obvious appreciation of their efforts by the local community. Projects such as these played a vital role in the goodwill portion of the annual UNITAS cruise in South America.

—By JO2 Walter Panych

Iceland's Natural Heat



Geothermal inauguration ceremony means an economical, natural heating system at Keflavik, Iceland.

Ever since the price of oil skyrocketed in 1973, heating with oil has become expensive—especially for U.S. Navy people in Iceland, where winter dominates the year. The Navy made plans then to install a more economical heating system at the U.S.-manned NATO base in Keflavik. Today that system is our Navy's only operating geothermal heating facility.

Geothermal energy is stored heat energy generated inside the earth. It is collected from heated rocks or water within 10 kilometers of the earth's crust. Such natural heat escapes slowly from the earth's core to the crust; it is passed through rocks by circulating fluids and lava.

Although the U.S. Navy didn't become involved with geothermal energy until the '70s, Iceland has been using such a heat

source since the 1920s. One civilian geothermal well near Reykjavik produces water at 87 degrees centigrade which is used to heat a swimming pool, a hospital, two schools and 70 homes. Today 98 percent of Reykjavik's houses receive heat and hot water from geothermal sources at less than one-fourth of oil heat cost.

According to Lieutenant Doug Huggins of the NATO base, the new geothermal facility should save about 130,000 barrels of oil annually. Cost of heating is projected to save about two-thirds of the amount spent on the present oil heating system.

Under a Navy utilities contract, heat will be provided for 10 years at a cost of about \$52 million. The project is expected to pay for itself over the life of that contract.

—By JOSH Pam Belford



Crew members from USS Tarawa (LHA 1) who volunteered for parts in the filming of "Winds of War," a made-for-television miniseries based on Herman Wouk's bestseller, included (l-r, back row) AMS3 C.J. Braxton, Lt.j.g. John Hopkins, FN M.J. Purcell, AG1 Charles Taylor, Lt. Cmdr. Willie Seffers, and

(l-r, front) Cmdr. John Cook, Lt.j.g. Kevin Glynn, Ensign Rusty Wagner, IC2 Art Gage and HM2 Terry Beagle. The women, volunteer extras, were from Southern California where part of the show was filmed.

—Photo by PHAN Steve Sherwood

Bearings

SWO Suits Her

Lieutenant Billie E. Crawford is the kind of Navy woman who sets goals, seeks an avenue of approach and then accomplishes them. Challenge is her forte.

Her most recent accomplishment can be seen in the gold crossed swords she wears on her uniform—the designator that says she is surface warfare qualified. Holding the designator is an accomplishment in itself, but Crawford also has the distinction of being the first woman aboard the repair ship USS *Jason* (AR 8) at Pearl Harbor to become surface warfare qualified.

Her interest in going to sea began shortly after the Navy allowed women the option of shipboard duty. "I stated on my preference card that I would like sea duty," she said. "One day my detailer called and asked me if I was still interested. I told him I was, and he said that he would send me to surface warfare officer school, and I would then be assigned to a ship."

Five months of school gave the 32-year-old officer a good overview of every area aboard ship she was expected to know—

operations, supply, engineering, administration, personnel and division officer responsibilities. Once the theory was absorbed, it was time for the practical experience.

From SWOS in Coronado, Calif., Crawford's shipboard career was launched. In 1979, she joined the *Jason* in the Philippines in time to complete the last three months of a WestPac cruise, and later she deployed with *Jason* for a full six-month cruise in 1980.

In order to be surface warfare qualified, one must also be qualified as officer of the deck, as combat information center watch officer and have the credentials as a command duty officer.

Only after she had attained all those and become knowledgeable in personnel qualification standards such as engineering, operations, deck seamanship and general warfare did she report before a board of representative members who would determine her qualifications. The board found she had met the high standards and awarded her the 1110 designation for surface warfare.

Said Crawford: "I feel like I've really



accomplished something for myself. I've devoted the last two years to becoming qualified. It's a personal gratification, a personal goal I've met."

—Story by JOSN Jenell D. Miller

—Photo by PH2 Norris Brown Jr.



Terence Cardinal Cooke, Military Vicar of the United States, sports a USS *Hector* (AR 7) ballcap as he addresses sailors on the repair ship's mess decks during his December visit to U.S. military installations throughout the Far East. The ship was moored in Yokosuka, Japan. The cardinal toured the ship, met

members of the crew and was presented a ship's plaque by commanding officer Captain Howard Venezia. In his talk, Cooke stressed the importance of the U.S. naval presence overseas and the vital role *Hector* plays in that mission.

Tips for washing white polyester jumper uniforms

The following procedures are recommended for home laundering of the new 100-percent polyester white jumper uniforms. This information is based on laundry tests conducted by the clothing experts at the Navy Clothing and Textile Research Facility, Natick, Mass., and the Navy Resale and Services Support Office in New York.

- Wash the white jumper uniform only with other white items. Heavily soiled items should not be washed with lightly soiled uniforms. The soil is often redeposited and can give the material a gray appearance.

- Stains and deep soil lines on collars and cuffs should be pretreated with concentrated liquid detergent, a paste of heavy-duty detergent, or a laundry pretreatment product. Work the lather into the stain with a soft brush or sponge, and then allow the garment to stand for 15 minutes or longer before washing. A pine oil-type laundry pretreatment product will remove black shoe polish stains. A dry cleaning-type spot remover will remove oily substances.

- Chlorine or oxygen-type bleaches may be used for whitening, but bleaches must be diluted in water. Allowing full-

strength bleach to contact the fabric will cause yellowing and fiber damage.

- Wash uniforms with regular detergent, according to the detergent and washing machine manufacturers' instructions.

- Wash uniforms on a regular hot wash cycle with a cool rinse. Spin-drying clothes rinsed in hot water can cause deeply set wrinkles.

- Dry uniforms on a wash-and-wear or

permanent press cycle. Do not overload the dryer, and if the dryer doesn't have an automatic cool-down period, remove clothing immediately after drying to prevent wrinkles from setting.

- Use a steam or dry iron on a wash-and-wear setting for touch-up pressing as needed.

- Be sure stains are removed before clothes are tumble-dried or pressed because heat will set the stains.

WHAT WOULD YOU DO TO HELP A SHIPMATE?

- pay the rent?
- pay the medical bills?
- fix the family car?
- educate his or her dependents?

Of course you would...if you could. Sometimes, though, the needs of our friends go beyond our ability to help.

Our friends suffer and we suffer with them.

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Over 90,000 men and women receive assistance each year from NAVY RELIEF. This year's call for donations to NAVY RELIEF will run from May 4 until June 6.

Your keyperson will contact you. PLEASE.....GIVE!!!

It's the least you can do for a shipmate.

**NAVY
RELIEF**
Since 1904



VF-161 Wins Again

Carrier Air Wing Five recently honored the Chargers of Fighter Squadron 161 for coming out on top in the USS *Midway* (CV 41) Tailhook Award competition. The Chargers have dominated this CVW-5 award for the past two years by placing first in three of five competitive periods. During the other two competitive periods, the Chargers finished second.

In individual competition, Commander Larry Cook, Lieutenant Andy Caputi and Commander Scotch Comer, all VF-161 pilots, took the fourth, fifth and eighth awards, respectively. More than 120 pilots in air wing five competed for the awards.

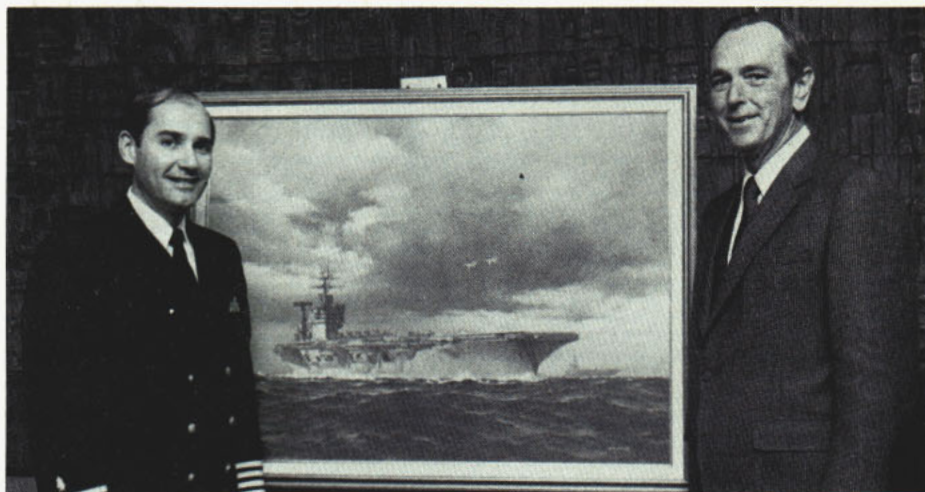
Bearings

Tribute to Vinson

Georgia's Gov. George Busbee recently presented five paintings and a silver service to representatives of the nuclear-powered carrier USS *Carl Vinson* (CVN 70).

Four of the paintings, scenes of Georgia, are by artist Stan Strickland. The other painting, by noted maritime artist R. G. Smith, is of the *Vinson*. All five, commissioned by the state of Georgia, will be on permanent loan to the ship. They will hang in the admiral's cabin where foreign heads of state and other dignitaries usually are received.

Vinson, the world's largest warship, is the first modern U.S. Navy ship to be named for a living American. Carl Vinson, who died in June 1981, served as a U.S. representative for 50 years. He is credited with the development of the two-ocean Navy which played such a significant role in America's victory in World War II.



Capt. Bob Scudder, who accepted the painting, and the governor of Georgia, George Busbee.

Commissioning committee chairman Charles Ennis said, "Wherever this great ship sails, people will gain some knowledge and respect for Mr. Vinson's contribution to our national defense and his love for his native state of Georgia."

Other memorabilia donated by the Vinson family and estate will be on permanent

display in the captain's quarters. Included will be the desk and chair used by Mr. Vinson during his long service as chairman of the House Armed Services Committee.

Onward and Upward

Chief Boatswain's Mate George A. Lounsbury, chief master at arms of the Naval Justice School, Newport, R.I., believes in meeting his educational goals. When he joined the Navy as a ninth-grade dropout, he wanted to obtain education and training. The first step was to complete high school, which he did while his

ship was homeported in Norfolk. He studied for the GED exams, passed them and earned his diploma.

"With my initial goal achieved," Lounsbury said, "I realized that the Navy Campus program could provide me with a means of advancing even further."

Lounsbury studied for and passed several DANTES exams (CLEP tests, Subject Standardized Tests and ACT proficiency exams). By combining his passing scores with credits earned in his Navy rating and through service schools, he qualified for an associate's degree from Mohegan Community College, Norwich, Conn. (a member school of the Navy Campus Contract Degree Program).

Lounsbury next set his sights on a bachelor's degree. He enrolled with the University of the State of New York as a Navy Campus student—and hit the books again. He took more college-level proficiency exams plus Graduate Record Examination Advanced Tests in sociology, education and psychology. USNY grants college credits for passing a GRE advanced test;

Lounsbury passed two and earned enough credits for his B.S. degree in sociology.

"Studying for and passing the GREs proved to be my most difficult assignment in earning my degree. But getting those 78 semester hours made all the effort worthwhile."

Lounsbury expresses justifiable pride in his educational accomplishments, especially since he earned his A.S. and B.S. degrees during off-duty time in less than three years.

Although others in the Navy have earned degrees entirely through testing as Navy Campus degree students, Lounsbury has gone a step beyond. He is halfway through a traditional master's degree program in human development with Salve Regina College in Newport, R.I.

What about future educational goals? He concedes that with sea duty coming up, he'll probably have to delay another degree program. But with the hope that subsequent shore duty will be near a graduate school, he doesn't rule out the possibility of eventually working on a doctorate.

If past performance is any indication, there's a good bet he'll make it.

—Story and photo by Ray Carver



BMC George A. Lounsbury (right) with Capt. Robinson Lappin, Naval Justice School commanding officer, at graduation time.

Good Neighbors

It had been raining for a week, and this day was no exception. Streams were running full, and parts of the small Caribbean Island of Vieques were flooded.

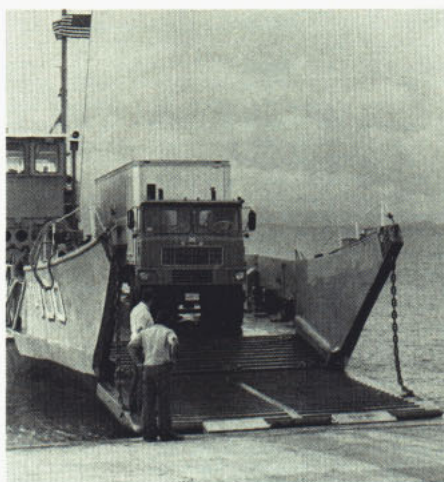


At first, no one paid attention to the Navy trucks rolling through the town. But as the trucks turned onto the main street, the townspeople could see the red ribbons streaming from the trucks and the sign that read "Merry Christmas to the people of Vieques from the U.S. Navy."

The trucks were loaded with more than 6 tons of medical supplies and equipment destined for the Vieques Memorial Hospital. It was "Operation Christmas," a joint project of the active Navy, the Marine Corps, Naval Reserves and civilian employees; it had its beginnings back in 1980.

Operation Christmas was coordinated for the Commander Naval Air Forces, U.S. Atlantic Fleet by his reserve augmentation unit. Three Naval Reserve captains managed to get everyone working together to obtain the equipment and supplies needed.

The much needed supplies for the hospital included office equipment, beds, ex-



aming lights, a heart resuscitation machine, respirators, scales, 1,000 pounds of linen and nearly 800 pounds of medicine. All had been donated by civilian companies in the Roanoke and Tidewater, Va., areas through the Navy's Project Handclasp and from Navy surplus sources.

Once the supplies were collected, they were flown from the mainland aboard a Marine C-130 aircraft. The handclasp ma-

terial was then loaded aboard a converted landing craft used by the Navy as a ferry between Roosevelt Roads naval station and Vieques. A six-hour ferry ride in rough seas with less than one mile of visibility didn't deter the delivery.

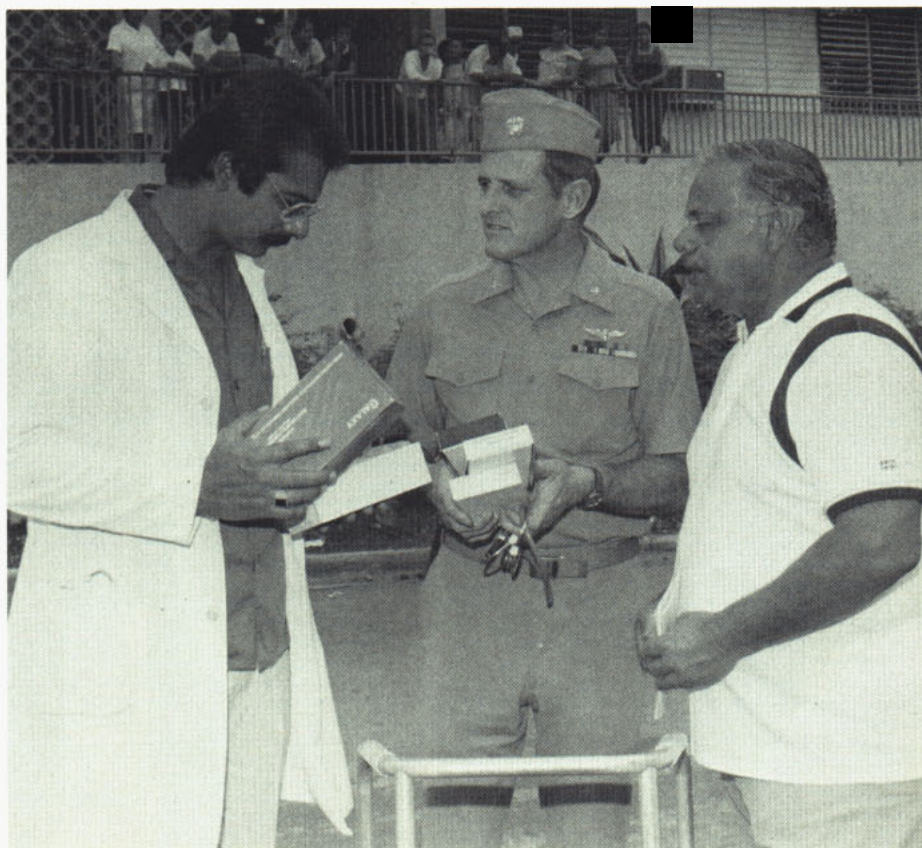
The joint effort helped bring the Christmas spirit to the people of Vieques. Still, Operation Christmas is only the beginning. Additional equipment and other items are being readied for delivery at a later date.

The mayor of Vieques, Carlos "Leche" Castano, expressed the feelings of his people as the shipment was unloaded. "I would like to express my deepest gratitude to the U.S. Navy. They have shown how to be good neighbors, and we hope that in the future there will be closer relations between us."

—Story by JO1 Al Holston Jr.

—Photos by PHAN I.E. Lewis

Top: Trucks bearing medical supplies roll off a Navy landing craft at Vieques. Left: U.S. Marines unload the supplies. Below: Dr. Cesar Calderon (left) and Vieques Mayor Carlos Castano (right) accept a sample of the more than 12,000 pounds of donated medical supplies from Capt. Richard S. Fitzgerald.



FDR's Historic



Voyage



"... Torpedo on our starboard quarter! This is not a drill! Torpedo on our starboard quarter!"

Iowa's lookouts had sighted the deadly fish; it was coming directly toward the ship. The huge battlewagon maneuvered rapidly and immediately increased its speed from 25 to 31 knots. Retired Navy Steward First Class Arthur H. Prettyman quickly wheeled his boss over to the starboard rail for a closer look.

The torpedo passed astern and exploded harmlessly in the sea.

That accidentally fired U.S. torpedo might have rewritten the history of World War II had it hit the battleship USS *Iowa* (BB 61). For watching the whole incident that Sunday in November 1943 was President Franklin D. Roosevelt.

Roosevelt and his party were en route to Cairo, Egypt, to meet with Winston Churchill and Chiang Kai-shek. An impressive list of American statesmen and high ranking military advisers were also on board. Roosevelt would then go on to Tehran, Iran, where the "Big Three" (FDR, Churchill and Stalin) would meet. *Iowa* took the presidential party as far as Oran, Algeria, and picked them up later at Dakar, French West Africa, after the meeting.

Roosevelt's historic journey began after dinner on Nov. 11, 1943, when he slipped out of the White House and was driven secretly to the Marine Corps Base at Quantico, Va. There, he and other members of his party boarded the presidential yacht USS *Potomac* (AG 25). Down river at the mouth of the Potomac River they met *Iowa*.

The utmost secrecy concerning the president's movement was observed. This journey was much more complicated and

Joseph Stalin, Franklin D. Roosevelt and Winston Churchill (l-r) at the famous World War II Teheran Conference in November 1943 at which Stalin agreed to an eastern offensive to coincide with the invasions of German-occupied France.

dangerous than any FDR would ever undertake. Communications were a particular problem; no matter where he was—ashore in a foreign country, airborne or afloat—it was vital that he be able to reach or be reached by Washington in minutes. Military communication teams worked in relays to accomplish this.

Just before 9 a.m. the following day, *Potomac* pulled alongside *Iowa*. The 52,000-ton battleship had discharged nearly all its fuel to make the rendezvous without running aground.

A special brow had been rigged from the after sun deck of the yacht to the main deck of *Iowa* just abreast of the No. 3 turret. The president was taken aboard in his wheelchair; no honors were rendered nor was the president's flag hoisted. With the president safely aboard *Iowa*, *Potomac* and its escort proceeded to a secret destination under orders to remain out of sight and contact with shore.

Aboard *Iowa*, Roosevelt showed keen interest in the rig that facilitated his transfer and also in the other arrangements made for him by *Iowa's* crew. He was particularly pleased to find that he—like everyone else—had been assigned a battle station and an abandon-ship station.

"The meticulous care by which Captain John L. McCrea and his officers and crew of the *Iowa* had made preparations for the reception and stay of the President and his party in their ship was most evident from the moment he set foot on the broad decks of that great battlewagon. Everything was in order for immediate use and an officer escort was waiting on deck, at the head of the brow, to take his 'opposite number' in hand and acquaint him with the ship," noted an entry in the "Log of the President's Trip to Africa and the Middle East."

Iowa was one of the first Navy ships to have special "cruise gear" installed for Roosevelt and was the only ship in the Navy with a bathtub. The cruise gear con-

Grains of Salt

sisted of an elevator to allow FDR to move from one deck to another. In the "President's Country," ramps were installed over coamings and deck obstructions. His berthing quarters had a bed 12 inches longer than standard. The bathroom mirror was lowered so he could sit in his wheelchair and shave, and a civilian-type shower curtain was placed around the tub—FDR disliked the stiff canvas curtains usually found on naval ships.

Additional supplies were also required. They included such things as money to bankroll the president because he never carried cash, bottled Saratoga Springs water, long wooden-stemmed matches (they were the only kind FDR would use), FDR's deep-sea fishing gear, a movie for one night aboard ship, a well-stocked library of pocket guides, whodunits and other reading material and a supply of liquor.

Some concern was raised over the liquor—Secretary of the Navy Josephus Daniels, back in Woodrow Wilson's cabi-

net, had made the Navy dry. Nevertheless, FDR held cocktail hour daily before dinner in *Iowa's* flag mess and continued his personal ritual of mixing the martinis.

Before 10 a.m. that day, *Iowa* got under way for Hampton Roads to refuel and to join its anti-submarine screening destroyers. By late afternoon, with the two Navy tankers alongside, Roosevelt's Secret Service detail required the president and his party to remain under cover to safeguard their secrecy.

By 10:30 p.m. on Nov. 12, *Iowa* was ready to begin the journey; Roosevelt, however, observed the old sailor's superstition about not beginning a voyage on Friday. He directed the captain to remain at anchor until after midnight.

Detailed plans were furnished the skipper in advance. He then merely requested, through FDR's naval aide, permission to execute those plans. Whenever it was necessary, the captain would request permission to vary the approved plan, but the president could, of course, alter any plan.

The ship's captain, however, was still in charge. As is always the case at sea, it is the captain who is responsible for the safety of the ship and its passengers.

At exactly six minutes past midnight on Nov. 13, *Iowa*, with the destroyers USS *Cogswell* (DD 651), USS *Young* (DD 580) and USS *William D. Porter* (DD 579), departed for French North Africa.

The task group was well under way at 25 knots, running in heavy seas by sunrise. The battleship rode comfortably, but its escorts found it hard going. No destroyer carried enough fuel to hold that pace all the way across the Atlantic, so groups of three destroyers relieved each other along both tracks of the voyage. Other destroyers involved were USS *Hall* (DD 583), USS *Macomb* (DD 458), USS *Halligan* (DD 584), USS *Ellyson* (DD 454), USS *Rodman* (DD 456), USS *Emmons* (DD 457), USS *Halsey Powell* (DD 686), USS *Wadleigh* (DD 689) and USS *Marshall* (DD 676).

Air coverage was provided by the escort aircraft carriers USS *Santee* (CVE 29) and USS *Block Island* (CVE 8) positioned along *Iowa's* track.

At sea, Roosevelt began his personal diary of the trip: "This will be another odyssey much farther afield or afloat than the hardy Trojan whose name I used to take at Groton when I was competing for school prizes. But it too will be filled with surprises."

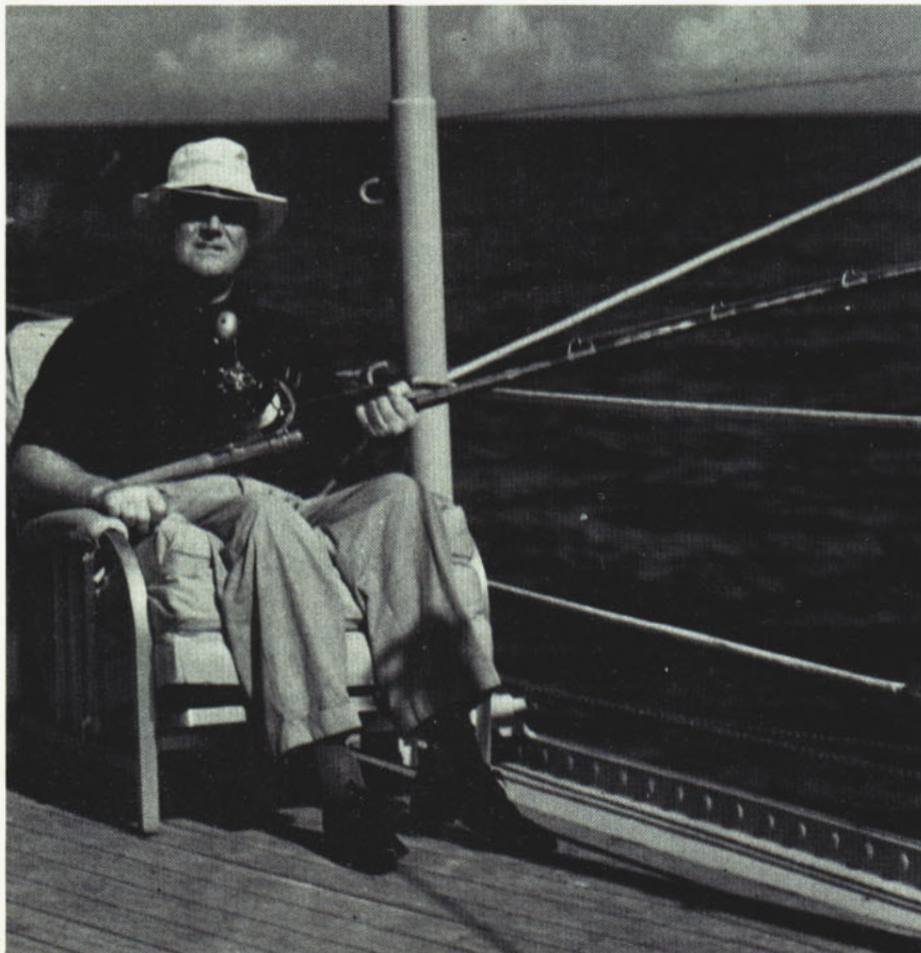
It was the second day out of Hampton Roads that *Iowa* faced a near tragedy.

As FDR watched *Iowa* exercise an air defense drill demonstrating the fire it could offer enemy planes, a warning sounded. That was when the *William D. Porter*, which was holding torpedo drills, had fired one accidentally at the dreadnought.

FDR seemed unaware of the danger as he watched the torpedo go by. He made only a brief note of the incident in his diary: "On Monday last at gun drill *Porter* fired a torpedo at us by mistake. We saw it—missed it by 1,000 feet."

Admiral Ernest J. King, Chief of Naval Operations and a strict disciplinarian, was

Roosevelt often took advantage of cruise time to enjoy fishing. Here he is shown on the quarterdeck of the USS Tuscaloosa (CA 37) during a 1940 presidential cruise. Opposite page: USS Iowa's 16-inch guns practice for a 1944 Pacific strike.





on board *Iowa*; he ordered an immediate investigation of the incident. After reading the report of inquiry, however, Roosevelt was convinced the firing was an accident, caused by moisture from previous rough seas grounding an electrical circuit. He gave Admiral King specific orders that no one was to be punished.

FDR managed to tend to business and still find time to attend divine services and speak to the crew. He also invariably took advantage of every opportunity to fish. His favorite retreat was the flag bridge, reserved for his use; he was there every afternoon reading or just relaxing.

Radio silence was strictly observed by all the ships. But on Nov. 17, *Iowa* received word that the British censor at Cairo had permitted a serious breach of security by allowing a radio message to be sent. If intercepted, it would mean the plans for the high-level conference were no longer secret.

The security breach worried Roosevelt, and he wanted to confer with Churchill and General Dwight D. Eisenhower, Allied commander-in-chief in Northwest Africa, about changing the conference site. Therefore, just after 5:30 p.m. on Nov. 17, *Ellyson* was called alongside and an urgent dispatch was passed to its skipper. It was directed to leave *Iowa*'s company, transmit the message and then rejoin the group.

On receipt of that message, Churchill and Eisenhower both advised that Cairo was still the safest place, and the original trip plans were followed.

Two days later, *Iowa* faced danger again as it steamed through the Straits of Gibraltar—a natural submarine trap for surface ships. As the task group approached the straits, six additional warships joined them: the light cruiser USS *Brooklyn* (CL 40), the destroyers USS *Edison* (DD 439) and USS *Trippe* (DD 403), along with the British destroyers HMS *Trowbridge*, HMS *Tyrian* and HMS *Teazer*.

All made a late evening run of the straits at a speed of 27 knots with all ships at general quarters. In a little under two hours, the 10 ships had transited the straits safely.

Early on Nov. 20, *Iowa* anchored at Mers el Kebir. Its crew and FDR found the weather quite cool but clear and bright—special “Roosevelt weather.” Before his arrival, the weather had been anything but good. FDR left *Iowa* in a motor whaleboat and proceeded to the conferences.

On Dec. 9, the president reboarded *Iowa* from the Free French destroyer *La Gazelle*. He was taken aboard by a specially rigged boatswain's chair. The other members of his party scrambled aboard the best they could on the difficult accommodations rigged between the two ships.

The return voyage was uneventful until

the last night out when tragedy once again threatened—*Iowa* narrowly avoided a collision with a merchant ship.

The president's log reads, “The night was very dark and stormy; visibility zero. Our Task Group was forced to turn on running lights and to maneuver to avoid colliding with a single merchant vessel standing north on a course that was crossing ours. Had it not been for our radar contact, a collision would have certainly occurred.”

On Dec. 16, *Iowa* rendezvoused with *Potomac*. With the presidential yacht alongside, Roosevelt addressed *Iowa*'s crew.

“... I have had a wonderful cruise on the *Iowa*—one I shall never forget... I am impressed with two facts—the first is that you had a happy lot of visitors, fellow shipmates. Secondly, from all I have seen and all I have heard, the *Iowa* is a happy ship, and, having served with the Navy for many years, I know—and you know—what that means.

“... And now I have to leave you for the USS *Potomac*. When I came out on deck quite awhile ago and saw her about a half mile away, I looked and decided how she had shrunk since I had been on the *Iowa*...”

With a wave of his hat, FDR was wheeled onto his yacht.

—Story by JOC James R. Giusti

Sanno Is the Way to Go

Tokyo, capital of Japan and home of the Imperial Palace, is a city that brings many images to mind. Colorful kimonos. Tranquil tea ceremonies. Unbelievable traffic. Sushi. Hot baths. Kabuki. Pagodas. Crowded trains. Industry. Advanced electron-

ics. The Ginza. Tourist attractions everywhere. And—much yen.

The world's seventh most populous city—and one of its most intriguing—is also one of the most expensive. An ordinary steak dinner for two can easily cost \$100. Hotel rooms

are usually priced beyond the wallet reach of the average American sailor. But there is a way to enjoy a weekend or longer vacation in Tokyo at less yen than one might imagine. That way is Sanno.

A joint services facility, the Sanno Hotel is operated by the U.S. Navy with the support of the other services. It was built in 1932 and has been used by U.S. armed forces since 1946 when it housed occupation forces. The Navy took over from the U.S. Army as executive agent in October 1980.

U.S. military persons in all grades (active duty, retired or active reserve) and their dependents are eligible to use the Sanno. Certain U.S. civilian employees of the U.S. government also are eligible.

Located in the central downtown Tokyo district known as "Akasaka," an area of first-class hotels, deluxe restaurants, nightclubs and discos, the Sanno is an excellent base of operations for discovering Tokyo. Almost any Tokyo attraction is only a few



Left: Sanno's front desk where everyone aims to please. Opposite page: Shinjuku (top left), one of Tokyo's fastest growing areas, is three subway stops from the Sanno. Mrs. Bill McCarty (top right) in Sanno's souvenir shop.



Sanno

subway stops away. The American Embassy, the Mikado nightclub and the Japanese Diet Building—seat of the country's government—are within easy walking distance.

For the less adventuresome or those who feel more comfortable sightseeing with a group, Sanno's tour office will make reservations for city tours. With reservations scheduled ahead, the hotel's travel desk will help you plan trips to other parts of the Far East or even back home to the states. And you don't have to worry about finding your way around if you don't speak Japanese—the English-speaking staff at the Sanno take great pleasure in helping Gaijins (foreigners) discover their city.

Room sizes and rates vary at the Sanno with three types of singles and three types of doubles. Some have a community shower; others share a bath. A suite has a bedroom, parlor and private bath. Prices for singles range from \$12 to \$20 a day with doubles from \$20 to \$44 a day. Considering that a room in a nearby western-style hotel starts at about \$65 per day per person, one can easily calculate the advantages of staying at the Sanno.

At such low rates, one might expect to receive something less than first-class service. But the Sanno provides most of the services you would expect at a quality hotel: barber and beauty shops, laundry and dry cleaning service, flower shop, bookstore and swimming pool. In addition, the Sanno offers a Navy Exchange, a combination delicatessen and package store, game room, and check cashing and money conversion service. There's also a package wrapping facility plus APO facilities to mail purchases home.

For those who wish to eat meals on the premises, the Sanno Hotel lists a variety of restaurant services. The



A variety of delights to please the Sanno guest: shopping for Japanese pottery, visiting the Imperial Palace, the architectural symmetry of a Torii gate, swimming and sunning in season and the serenity of a Japanese garden.



Sanno



Garden Room, a popular attraction even for those not staying overnight, offers regular dinners at moderate prices plus a Char and Bar service where the customer selects the steak and pays for it by the ounce. Special dinners featuring continental cuisine also are offered.

For the guest who desires to sample traditional Japanese food, the Gen-ghis Khan Patio offers sauce-dipped meats and vegetables broiled at the table on oriental braziers. The Tiki Hut, located next to the swimming pool, offers a selection of fast foods in the American tradition.

A favorite meeting place for regular travelers to Tokyo is the Sanno Lounge, open from noon to midnight daily with entertainment every night. Floor shows or bands are featured

At the Sanno, vacationers will find clean and comfortable rooms, enjoyable dining and evening entertainment—all within their budgets. Below: Military school students demonstrate the martial arts.

certain nights in the Gay 90's Room. On the first Saturday of each month, the big band sound is heard, and there's plenty of room for dancing. The Gay 90's Room converts to a theater where movies are shown five nights a week.

Several times a year the Sanno celebrates special holidays. In spring, it's the Japanese Cherry Blossom Festival. Summer's big fling is in celebration of—what else?—America's Fourth of July, while fall's special party is a German Oktoberfest which lasts the entire month. The Sanno's social secretary is always looking ahead, planning for the next party.

The Sanno also gives thought to shopping, especially for souvenirs and gifts, that visitors to Tokyo always need. Twelve concessionaires sell items ranging from the finest china to washi boxes—made of a special Japanese paper—and kimonos to Persian rugs. In other words, at the Sanno you can buy a gift for everyone in a

price range to suit your budget.

So, if you're on a ship deploying to WestPac or you're looking for a unique vacation (don't forget Space "A" travel), consider the Sanno Hotel in Tokyo. Write or phone ahead for reservations; a deposit of \$20 is required for confirmed reservations. It's not exactly a plush accommodation nor is it the Waldorf-Astoria, but it's a comfortable, secure hotel, a home away from home, where the prices are right, the people are friendly and where all thought is of your enjoyment and comfort. It's a bargain that you shouldn't pass up. In Tokyo, Sanno is the way to go.

—Story by JOC Dave Garrison

—Photos by PH2 Robert Williams,
JOC James R. Giusti and JOC Garrison

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USNA

Computerized Dining

In the U.S. Naval Academy's galley, Lieutenant Commander John G. Neeb stood next to the dough mixer and tapped its surface. "This baby is older than you or I, and it's still mixing dough as though it were brand new. That's what I call a great machine."

The academy's food service officer stepped away from the durable mixer and made his way through the galley. In the middle of the huge room, four mechanics were preparing to install a new oven to replace one put in more than 50 years ago.

Forty-five hundred midshipmen sit at

372 tables three times a day in gigantic King Hall. The 144 men and women of the academy's Food Service Division plan, sometimes as much as 120 days in advance, for each of those meals. The midshipmen can expect to be served good food with efficiency—chow that's hot when it's



supposed to be hot, with not too much garlic or too little salt. But the real burden each day falls on the watch captains.

It's their job to make sure that everything comes together. With a major renovation going on in the galley these days, they have to do more than make sure sawdust—or worse—doesn't fall into the barbecued ribs. They also have to maintain production in this food factory even though some of the major pieces of equipment are temporarily out of order. It's a proposition that could get one out of the frying pan and into the fire.

"The midshipmen don't go away," Neeb said, watching the mechanics work on a huge oven. Picking up a stray piece of



conduit from the deck, he went on. "We cook around the clock, seven days a week all year long. That becomes challenging, especially when we're more or less running a bulldozer through the middle of our operation.

"If we want to put in a new oven," he continued, "then we have to modify our menu so that we don't need two ovens while the replacement is being installed. You'd be surprised how many entrees for 4,500 people require two-oven work. We need two deep-fat fryers, but we have had only one in operation for the last several months. The same with the scullery. We need two, but we have to drop one in a month or so to put in a new deck, new equipment and a new overhead.

"Still," he added, "the productive ca-

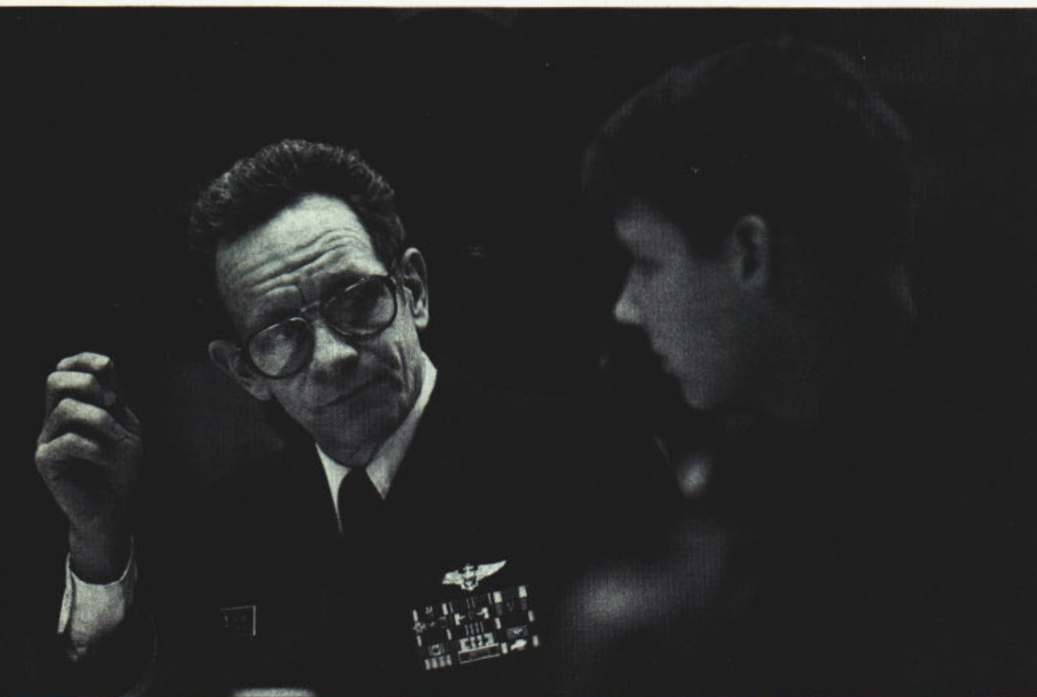
capacity has to keep going—our customer count is fixed."

The present galley arrangement is 35 years old, the bakery arrangement is 55 years old, and some ovens are 57 years old. Sixteen years ago, when the last major renovation took place, two conveyor deep-fat fryers were installed. According to Joe Simmons, the galley foreman, the galley lives by those machines. "They're beautiful pieces of machinery; all they need is an overhaul this time around."

Simmons continued, "We can't prepare fried chicken for this many people in a traditional method. So, we run it through the deep-fat fryer and finish it off in the oven. We barbecue ribs the same way. They are 'sauteed' in the deep-fat fryer—puts a nice color on them. Then we put our own sauce on them and put them into the oven—just bake 'em down; they melt in your mouth."

Neeb reported to the Naval Academy a

Three times a day hungry midshipmen enter King Hall for meals. Top: A plebe signals for service for his table.



The main galley will be shut down, and a smaller banquet galley will be used. That galley is about as large as a destroyer's or frigate's and has about \$200,000 worth of state-of-the-art equipment: convection ovens, grills, mixers, deep-fat fryers and steamers.

The mechanics, with a crew from the local public works department, will work long hours next June to restore the main galley in time for the July arrival of the plebes. The entire brigade will be on board by the end of August.

Military dining setups like the one at the academy also can be found at West Point, the Coast Guard Academy and the Air Force Academy. The USNA's 80 civilian cooks and 18 bakers don't go to a metropolitan culinary institute to learn how to cook for hotels using 10-gallon pots. They can't apply those same recipes to the academy's 125-gallon coppers. It just doesn't

year ago from the submarine tender USS *Dixon* (AS 37) at San Diego. He sees King Hall as a ship that goes to sea every day. He has a single operations order: provide good, nutritious food for the midshipmen. He is the operator, and he has the full support of the Commandant of Midshipmen and the academy's supply officer.

As a result, four new ovens were recently installed—two for the bakery and two large types to replace the two smaller ones in the galley. Also, two new meat slicers were purchased.

"It used to take us 12 hours to cut steaks," said Neeb, "and we would lose 160 pounds in waste—at \$3.15 a pound. Now, we cut 5,000 steaks in under four hours and lose only 32 pounds in waste." Just as in any commercial restaurant, waste is swept up and weighed to determine exactly how much is being lost in terms of dollars and cents.

In June, of course, the head count at the academy drops to about 800. That's when Neeb, as the renovation project manager, plans to get most of the work completed.

Top: Commodore Leon A. Edney, commandant of midshipmen, frequently dines with the brigade. Right: Cook Dexter Cutler "on the pot line" where six 125-gallon coppers are used for soups, stews or beef stroganoff. Opposite page: Apprentice cooks Dean Watts (left) and Bertha Green slice some of the 500 pepperoni-cheese pizzas prepared for one noon meal.



work that way, not when they prepare food for thousands of people daily.

Cooks are trained to expand on a 10-quart mixture serving 100 people to one using 100 gallons for 4,000 diners. And that's a tough thing to do because it isn't a direct-proportion sort of problem.

Simmons cautioned, "You can double a recipe and maybe even triple it in some cases. But if you go beyond that with things like sugar, salt and pepper, eggs, hot sauce or onions—you're talking something else."

For more than a year, the galley has fed its time-tested recipes into the academy's computer system. A recipe that uses a basic ingredient like ground beef, for example, is fed into the computer along with a prediction of how many people will show up for the meal. The computer then feeds out a list of ingredients, a requisition for the ingredients to the galley's warehouse

and a set of instructions for preparing that particular meal.

Neeb stressed that using the computer for food service is a great time saver. "It's instant information, and the recipes have been used for years. We've also improved on many of the recipes and—with the computer—making changes has proven very simple. The real test has been the brigade, and they approve."

Recognition for the good job they do means a lot to people. Neeb knows the

value of recognition and applies it to the civilian cooks. "Most people have no idea what it takes to get that food out to the hall. But the guy who spends an entire afternoon turning 6,000 burgers on a grill in over 100-degree heat knows all about it.

Neeb works at increasing the awareness between cooks and midshipmen. He brings the cook who turned the burgers all afternoon into the hall during meals and introduces him from the "anchor," the center position of the 65,000-square-foot





dining hall. And, in the galley, he reads aloud the written compliments from the midshipmen to the cooks who prepared the meal. And, he reads them the complaints. The commandant, Commodore Leon Edney, regularly tours the galley, talking to cooks and congratulating them on the job they're doing.

According to Commodore Edney, "It gives the cooks a much greater sense of responsibility. They have got to be aware that people care about the job they're doing. Otherwise, the product just isn't going to be as good."

Good meals come from good food. The academy's highly experienced procurement agent, Doug Ritter, is said to wheel and deal like a stockbroker to get the best food for his customers at the lowest prices. It's not an easy job, but with a work force of experienced supervisors and cooks—some of whom have worked in the galley

for 30 years—Ritter gets the support he needs.

Neeb and Ritter's game plan calls for educated answers: What can food services do with the \$3.80 a day that each midshipman is allotted that will sell the midshipmen on the meals being served at King Hall? Neeb, for one, sat behind his desk and dropped his hand on a stack of papers.

"These are the checks that I sign—\$500,000 worth each month. We don't take delivery from government warehouses; we buy on the open market, just like a restaurant."

He picked up the top sheet with a check attached to it. "Here's one for a cheese company in Louisville, Ky., for \$4,800. If he ships us some bad cheese, I'll give him one chance to make it up—that means take the bad cheese back and give me a good product. If he hesitates, then he's no longer doing business with the Naval Academy."

Meat costs are high. The Army and Air Force academies each have 12 butchers; they can buy sides of beef and cut it up. But the Naval Academy has only one butcher and has to buy the meat precut in sections. The academy pays for the extra labor in the cost of the meat. Mr. Ritter continues trying to find a rancher in the area from whom he can buy direct; that should lower the cost of meat, if only through shipping charges.

Then, too, Ritter is looking for a source for shrimp still in the shell. His ideal is to find shrimp from the Yucatan region of the gulf because the iodine content is lower there. Where does shellfish play a part? Special meals like Harbor Night feature more crab and shrimp. On Crab Night, it takes 12,000 steamed crabs to satisfy the hunger of midshipmen. Lobster—at more than \$11 a pound—has been dropped as a menu regular. For another thing, Simmons

claimed that after lobster is cooked in the galley it takes about an hour to get the complete meal ready for delivery to the tables in King Hall. After holding the lobster at 150 degrees that long, its texture and flavor are lost.

The food service officer knows all about food—what it should look like, how it should taste and what it should cost in which region of the country. “You have to be aware of food,” Neeb explained, “and Navy midshipmen know what they want. The present generation has been raised on fast foods. They really know what a good french fry is. We can’t provide really good french fries here because the production run is two hours long. The batch out of the fryer is two and a half hours old when the first midshipman on the floor gets it. The present galley capacity doesn’t allow for good fries, but when the renovation is complete, we should be able to serve good fries again.”

While a noon meal is being eaten, the cooks use the deep-fat fryer to prepare spareribs for the evening meal. “People here break their backs every day getting

the meals out, but they lack a place to sit down and rest. Renovations, however, call for an air-conditioned lounge for the cooks.”

After a noon meal, the food service officer is in the scullery, in his blues, talking to those workers washing the 36,000 pieces of tableware just used. Every dish in the place is used for each meal. Each meal requires a complete turnaround, an operation that takes four hours to accomplish.

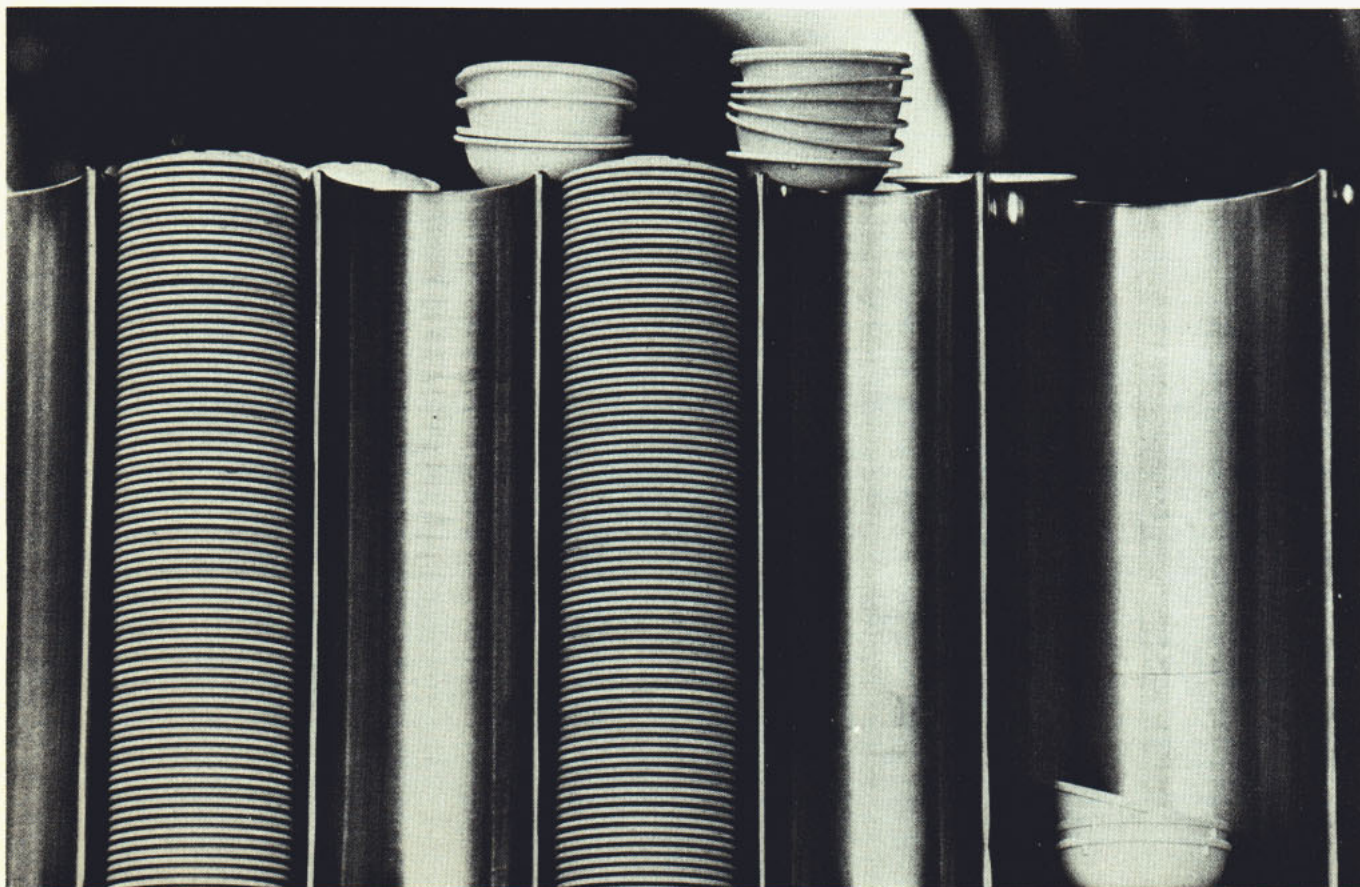
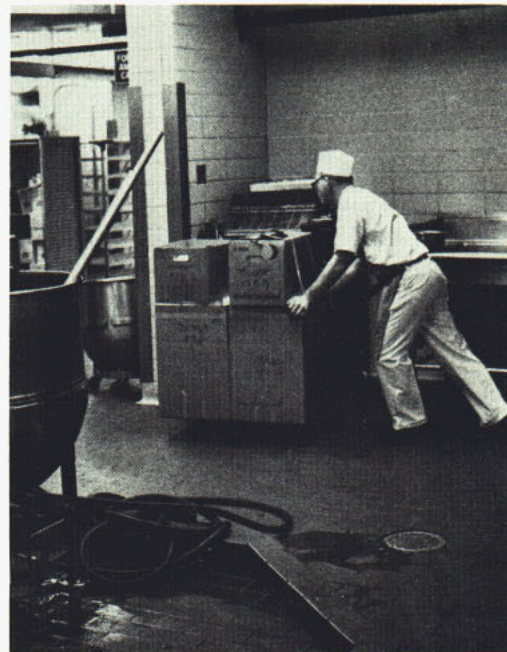
As a single entity, the midshipmen spend more time in the dining hall than they do at any other place in the academy, aside from their rooms. They’re in the hall three times a day, seven days a week, for the better part of four years. When a class graduates, there will always be a group of new ensigns at King Hall the next morning, waiting for breakfast to be served. The chief in charge has to tell them, “Gentlemen, I’m sorry, but you must please rise and exit the hall. You are no longer midshipmen and you can no longer eat here.”

Well, it was good while it lasted.

—Story by P.M. Callaghan

—Photos by PH2 Robert K. Hamilton

Opposite page: Apprentice Baker Ken Dowell and Lt. Cmdr. John Neeb discuss final touches to be added to the cake baked for the Midshipmen’s Ball on Valentine’s Day. Below: Eggs, 3,600 of them, on the way to the grill line for scrambling. Bottom: Some of the 130,000 pieces of ware used each day in King Hall.



Four Years in King Hall

The galley represents one side of the story; the other side belongs to the Brigade of Midshipmen.

The young men and women who come from all over the country to live, study, work and play for four years within the confines of the Naval Academy began their careers on the day they first entered King Hall for their first Navy meal. From then on, King Hall was the substitute for the family dining room; the 12-member squad substituted for family units.

The Midshipmen Food Service Division (referred to as Mother "B") provides the midshipmen with their daily food at the academy—whether on a yard patrol cruise to Norfolk, an ocean racer on its way to Bermuda or for a formal dining-in for 1,500. The galley is that unit at the academy that provides the most direct day-to-day service to each midshipman.

But what do the midshipmen think about the food? For the \$3.80 allotted per day, are the midshipmen satisfied? Here's one midshipman's view.

Indoctrination Day was the longest day of my life. My first muster was at 6:45 a.m. at Halsey Field House, so I got up before 5:30 a.m. I don't think I really slept

all that night. I spent the morning learning how to stand tall and keep my eyes straight ahead. After uniforms were issued—at about 11 a.m.—I was introduced to Bancroft Hall (now King Hall) for the first time.

It seemed massive; it still does. All I could see were tables, chairs and dozens of people preparing for a meal. We had cold cuts for that lunch—roast beef and cheeses. Lettuce, onions, tomatoes and soft drinks rounded out the fare.

I remember being really hungry, but I soon learned to ask for seconds by raising the serving tray high over my head. For this, I was immediately provided with more meat and cheese.

We also had cold milk in blue containers, and there was a frosty pot on the table too. I learned quickly that this pot was called a "hard hat" and that it was full of ice cream. That first meal it was chocolate chip. I learned the ice cream was made in the galley. In the middle of that first day, I also learned that my table number was 221.

The rest of the afternoon was a blur. It was lost to the thousands of details one learns as a plebe. But that first evening meal lives with me today as if it just hap-

pened. We arrived in the wardroom and again stood by our chairs. A bell rang out—two sets of rings. It echoed throughout the hall. "Attention to announcements!" "Seats."

The next thing I saw was a parade of giant stainless steel carts quickly being pushed into the hall. Lights from the massive brass chandeliers flashed off and on. Then, 12 perfectly grilled 10-ounce steaks were delivered to the table along with 12 hot baked potatoes and a dish full of broccoli.

The cold milk was there again. And so was the "hard hat." This time, "specky vanilla." I learned that this kind of meal was an everyday occurrence. I envied the first class midshipman at the end of the table. He seemed so nonchalant.

Meals during my first summer at the academy were the best I've ever had, and I think they really helped me through my plebe experience. Life has changed a little in the past four years. This year's plebe class had bands playing during dinner, we changed the name of the wardroom to King Hall, and the food is better than ever. Now, I look forward—as do my fellow midshipmen—to coming into King Hall.

There, we relax, get a good meal, and it's fun.

Life at the academy is really centered on King Hall. For almost four years now, all of my food has been prepared in the midshipmen galley. Think about food for the basic three meals each day, tailgate parties, picnics and parents' dinners. All of our parties, balls, hops and receptions—millions of meals a year. (Still, much as one appreciates King Hall, it cements a firmer appreciation for one's mother. And, for that matter, all mothers who manage to put three meals a day, every day, on their families' tables without benefit of assistants and snap precision.)

It is hard to think of life at the academy without thinking, too, of the fun which goes on in King Hall. As proof, when the alumni come back, all they talk about is what life used to be like in the hall.

I guess I have only a dozen weeks left. Then it is out in the big, cruel world. It is hard to imagine not eating in King Hall. I really like the place.

—By Midshipman First Class
Joe Direnzo



The Logic Behind VHA Rates

If you're confused about the variable housing allowance rates, you're not alone. Many other Navy people feel the same way. Help is on the way, however, in the form of an explanation written by Major Charles L. Van Nostrand, USAF, Assistant Director for Compensation, Office of Assistant Secretary of Defense (MRA&L).

So that readers will have a clearer understanding of how VHA rates are figured and what they mean, All Hands presents Van Nostrand's article.

* * *

According to the law, the variable housing allowance is the difference between the housing cost and 115 percent (a figure selected by the Congress) of the basic allowance for quarters for each paygrade. One would think that it doesn't make much sense to compare VHA rates. After all, the difference can be high or low regardless of paygrade. What does make sense then?

First, let's look at the VHA computation for a typical military housing area—for simplification the classification "with dependent" is included here). This one is typical because it's a composite of all the MHAs across the country. Normally an MHA includes only housing within commuting distance of the military installation.

The cost of the housing within an MHA is determined by a survey of military people. In this typical MHA, the average housing cost for an E-5 is \$375 per month.

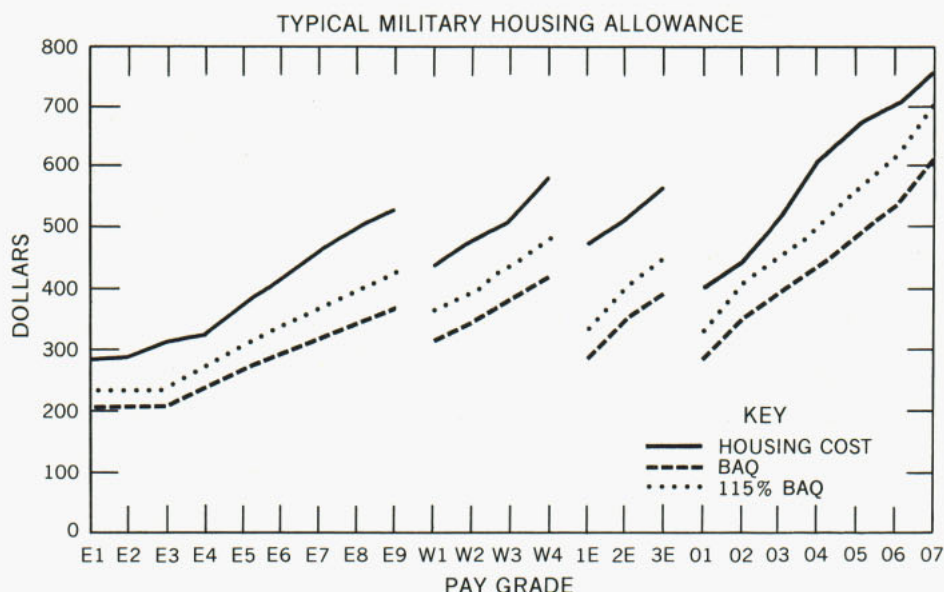
VHA Rates (with Dependent) for a Typical MHA

Enlisted	Warrant	Officer
E-1 \$47	W1 \$72	01 \$75
E-2 \$51	W2 \$86	02 \$38
E-3 \$76	W3 \$73	03 \$63
E-4 \$52	W4 \$101	04 \$109
E-5 \$67	Officers with 4 yrs.	05 \$112
E-6 \$82	enlisted service	06 \$91
E-7 \$98	01E \$148	07
E-8 \$109	02E \$111	to \$55
E-9 \$107	03E \$117	010

The E-5 BAQ is \$267.90. Subtracting 115 percent of \$267.90 (\$308) from \$375 gives \$67. Thus, the E-5s in this MHA would receive \$67 additional a month for VHA. All of the other paygrade rates for this MHA are computed in a similar manner.

The rates for your MHA probably don't seem to make any more sense than these do, so let's try to put some order into this.

VHA rates in any MHA is to take 115 percent of the BAQ for each paygrade and add the VHA dollar amount. The result is an approximation of the local housing costs that lead to VHA rates. This method works well for this year's rates; however, due to differences in the 1981 law (e.g., pay groups), applying this method to last year's rates may result in overestimates or



The accompanying chart shows the paygrades with three lines plotted. The solid line is the average, as established by analysis of local data, for each paygrade. The dashes show the BAQ; the dots show 115 percent of BAQ.

The housing cost line indicates each successive higher paygrade spends more on housing than the previous one. One would expect this because each successive paygrade earns more total pay as well as typically having a greater housing requirement due to larger families. It is the same with the BAQ lines. The VHA simply makes up the difference between the solid line and the dash line.

An easy method you can use to compare

underestimates of the actual housing costs.

An understanding of how the rates are established may also help explain why your VHA did not go up as much as you expected—it may have even gone down.

According to the Bureau of Labor Statistics, housing costs across the nation went up by about 10 percent in the last year. BAQ went up 14.3 percent on Oct. 1. The result was that in many cases there was a smaller difference between housing cost and 115 percent of BAQ. In future years, VHA will continue to increase and decrease as it reacts to a constantly changing economy.

—By Maj. Charles L. Van Nostrand

Admiral Watkins nominated as new CNO

Admiral James D. Watkins, commander in chief, U.S. Pacific Fleet, has been nominated by President Reagan to serve as the next Chief of Naval Operations.

Admiral Watkins, a 1949 graduate of the U.S. Naval Academy, first served in destroyers, then submarines. He reported to his present job in July 1981 after serving nearly two years as Vice Chief of Naval Operations. His past assignments have included duties as Chief of Naval Person-

nel, Commander U.S. Sixth Fleet, Commander Cruiser Destroyer Group One and commanding officer of USS *Snook* (SSN 592).

The admiral's awards include the Distinguished Service Medal, the Legion of Merit with two gold stars and the Bronze Star. He earned a master's degree in mechanical engineering at the Naval Postgraduate School in 1959.

Admiral Watkins will relieve Admiral Thomas B. Hayward as CNO this summer.

Identifying the drug abuser

Unfamiliarity with the symptoms of drug and alcohol abuse can significantly reduce the chances of success in treating the abuser and jeopardize the safety of others, according to a recent report of the Navy Alcohol and Drug Abuse Program.

The report calls on commanding officers, executive officers and supervisors to learn how to identify people in their units who show symptoms of having trouble with alcohol or other drugs.

According to NADAP, early discovery of a problem "short-circuits the manipulative skills of the alcoholic and other drug-dependent individuals" and shortens the dependency period and recovery process. It also prevents development of the alibi system that allows individuals to justify their drug or alcohol abuse.

Occurrences which may indicate a drug or alcohol involvement include unusual absenteeism, a greater than normal accident rate, difficulty in concentration, confusion in understanding instructions and spasmodic work patterns alternating between periods of high and low productivity. Mood swings, fights or arguments with fellow workers, disheveled clothing and fear of learning new jobs or skills may also indicate a problem.

Ignoring the problem creates the risk of physical harm to others in the command who depend on the reliability of an individual's work, or harm to the abuser through abuse-related accidents or overdoses. The report says recognition of symptoms is vital in the interest of Navy operational readiness and manpower retention.

Career recruiter force seeks volunteers

Navy members who would like permanent assignment to middle management jobs as recruiters and instructors should apply for the opportunity now. A selection board will meet July 20 to screen and to select a group of 750 proven volunteers for assignment to the career recruiter force. All applications must reach Commander Naval Recruiting Command, Washington, D.C., no later than June 1.

All active duty members except those with nuclear NEC codes (335X-339X) may apply. Fleet Reserve people and temporary active duty recruit-

ers are also eligible. All must have a minimum of two years experience as a recruiter since June 1976 and must be second class petty officers or above.

At the time of assignment to the first CRF billet, the selectee must convert to the Navy counselor rating and must agree to obligate for at least 36 months of active duty. All future duty will be in recruiting.

Those selected will be notified by letter. More information is contained in NAVOP 018/82.

Worth mentioning...

Naval cryptology celebrates 47th. Navy cryptologists marked the 47th anniversary of their founding on March 11. Commander Naval Security Group, Rear Admiral P.W. Dillingham Jr., praised the cryptologists who, he said, "maintain their silent vigil around the clock every day of the year." It was the Navy cryptologists who broke the Japanese code in 1942, and thus gave the U.S. Pacific Fleet advance information that a Japanese task force was heading for Midway Island.

Chief Builder Jack B. Feagins won the 1981 Marvin Shields Medal for his exceptional performance as a platoon commander on Diego Garcia. The award is presented each year to a member of the Seabees who has made an exceptional contribution in military construction or facilities maintenance. According to Rear Admiral W.M. Zobel, chief of civil engineers, Feagins' contribution in 1981 was exceptional. Admiral Zobel said, "Your loyal and untiring devotion to duty clearly justifies your selection. You are truly a leader in today's naval construction force. Well done."

PNC Samuel C. Thompson, a Navy diver attached to Explosive Ordnance Disposal Unit Two, jumped from the deck of USS *Dwight D. Eisenhower* (CVN 69) into storm-tossed Mediterranean waters to save two downed fliers who had become tangled in their parachutes.

An F-14 aircraft had fallen off *Eisenhower's* flight deck after an arresting gear wire snapped during recovery. Both fliers ejected from the plane and landed in the water near the ship. Thompson grabbed his life vest and ran to the stern of the ship. Realizing that no SAR helicopter was in the area, Thompson leaped from the stern and swam to the fliers. He cut the lines which had snarled the aviators in their chutes and helped the slightly injured men into rafts. At the time of the accident, *Eisenhower* was traveling at nearly 20 knots in rough seas and high winds.

Vice Admiral Wesley McDonald, Deputy Chief of Naval Operations for Air Warfare, said Thompson's actions "were indeed reflections of heroism to the highest degree and serve to highlight that unique bond between men who go to sea." Thompson has been nominated for the Navy-Marine Corps Medal.

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DO YOU HAVE YOUR FPCA?

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Mail Buoy

Skate Rate

"All you corpsmen ever do is skate! You guys never do any work; I wish I had an easy job like yours!" We hear those comments every day and put up with endless kidding about our "easy" job. I hope to clear up some of the myths about my job and just how easy it is at times. A machinist's mate once told me that if you didn't have greasy hands you were in a "skate rate." And we all know that corpsmen never get their hands dirty.

But just how easy is it being a corpsman? Working around pain, suffering and, many times, death has never been easy for me. I had been a corpsman for two months when a 3-year-old boy died in my arms one Christmas Eve. He died of Tay-Sachs disease; it's incurable, and it only affects very young children. I was about to become a father myself.

A 38-year-old woman who had undergone several operations to arrest cancer lost the battle against that disease on her birthday. She left behind a husband and five children, the youngest of whom was 18 months. Her husband was a Marine master sergeant. I had pictured all Marines as "towers of strength" incapable of showing any emotion. When I saw him in tears that day, I realized that the men of our toughest fighting outfit were also very human, and that I was ignorant in assuming otherwise. I had a lot to learn.

When I was assigned to the Marines, one of my first duties was on an ambulance crew. My first run was to the grenade range where a drill instructor and a recruit were killed by a hand grenade. The scene was the most sickening thing I've seen to this day. There were some very lucky recruits, though, because a heroic drill instructor gave his life so that they wouldn't be killed. And then there was the recruit who ended his life with a rifle bullet through his head, the pilot who ejected out of his aircraft when it went sideways and was skipped like a pebble 300 yards down the runway, and the baby who was beaten by his parents because he wouldn't stop crying. He died. I could go on, but I hope I've made my point.

Many people see us when we are not working. To tell the truth, I'd rather not have to work, because when I have to work, one of my shipmates is either sick or injured. Even

though I have been able to accept it, I have never gotten used to seeing people hurt. If a person thinks my job is "skating," why don't they try it? Grease and blood both wash off, but do you remember the times and circumstances that your hands were dirty? I can recall every time I've had blood on my hands, and even though it washes off, it's hard to forget.

I love my job, and I am proud of what I do. I put up with ignorant comments every day about my job, but to be called "Doc" means the world to me, especially when a shipmate would rather see his doc than to go to the dispensary.

So if I skate or am out of work, it's your fault. (Keep it that way, please.) But should you decide to bring your business my way, I am ready and waiting to serve you.

—HM1 Mark J. McClellan

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Reunions

• **Naval Weather Service Association**—Eighth annual reunion June 24-26, 1982, in Arlington, Va. All enlisted, officer and civil service meteorologists and oceanographers are invited. Contact Don Cruse, 567 N. Livingston St., Arlington, Va. 22203; telephone (703) 524-9067.

• **USS LST 479**—Reunion June 25-27, 1982. Contact Chet Carbaugh, 3263 Pioneer Drive S.E., Salem, Ore. 97302; telephone (503) 362-5912.

• **River Assault Flotilla One (CTF 117)**—Reunion for members, including River Divisions 91, 92, 111, 112, who served between September 1966 and October 1967, June 26, 1982, in Cody, Wyo. Contact Chaplain Ray Johnson, Box 146, Cody, Wyo. 82414; telephone (307) 587-6540.

• **VQ I and II**—Reunion July 2-3, 1982, in Washington, D.C. Contact Larry Wright, 7842 Greeley Blvd., Springfield, Va. 22152; telephone (703) 569-7258.

• **USS James O'Hara (APA 90)**—Reunion July 9-10, 1982, in Norfolk, Va. Contact Thomas M. Royals, 130 Lenox Ave., Norfolk, Va. 23503; telephone (804) 480-3456 or Henry T. Cox, PO Box 62035, Virginia Beach, Va. 23462; telephone (804) 499-2294.

• **USS Knapp (DD 653)**—11th reunion July 8-10, 1982, in Saddle Brook, N.J. Contact Francis Wickenheiser, 1109 Pleasure Road, Lancaster, Pa. 19601; telephone (717) 393-4713.

• **USS Belle Grove (LSD 2)**—Reunion July 16-17, 1982, in Indianapolis. Contact Joe W. Bledsoe, 194 Pinegrove Drive, Bellbrook, Ohio 45305; telephone (513) 848-2855.

• **USS Hancock (CV 19) Association**—Reunion July 19-21, 1982, in San Diego. Contact Elmer P. Smith, PO Box 722, Julian, Calif. 92036; telephone (714) 765-1614.

• **Aviation Boatswain's Mate Symposium and Convention**—July 21-24, 1982, in Norfolk, Va. Contact CWO Gerald White, OIC, NAATC Lakehurst Det. Norfolk, Bldg. U-46, NAS Norfolk, Va. 23511; telephone (804) 444-3517 or Autovon 690-3517.

• **The United States Submarine Veterans**—18th annual convention July 22-25, 1982, in Montreal. All qualified submarine personnel are welcome. Contact Jim Page, 2030 Pl. Henri Bourassa, Montreal, Quebec, Canada H4N-1A1; telephone (514) 336-9164.

• **USS Twining (DD 540)**—Reunion for Korean War shipmates, July 22-25, 1982, in Cleveland. Contact Bruno Campagnari, Route 3, Dugan Road, Olean, N.Y. 14760; telephone (716) 372-1780.

• **USS Robert Lee Wilson (DDE 847)**—Reunion July 1982, in Norfolk, Va. Contact Leon E. Paquette, 1419 Tartan Lane, Hampton, Va. 23663; telephone (804) 851-1905.

• **U.S. Naval Academy Band Alumni**—Reunion July 24, 1982, in Annapolis, Md. Contact Bob Cady, 756 Warren Drive, Annapolis, Md. 21403; telephone (301) 263-9160.

• **USS Melvin (DD 680)**—Reunion third weekend in July 1982. Contact Henry Rosypal, 316 E. Vine St., Millville, N.J. 08332; telephone (609) 825-0280.

• **USS Frazier (DD 607)**—Reunion July 28-Aug. 1, 1982, in Coronado, Calif. Contact Loren Troxel, 20236 23rd Place N.W., Seattle, Wash. 98177; telephone (206) 542-3612.

• **Seabee Veterans of America and the Ladies' Auxiliary**—Reunion July 28-Aug. 1, 1982, in Baton Rouge, La. Contact Cecil N. Gould, Box 190, Forest Hill, La. 71430; telephone (318) 748-4431.

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The end of the beginning—Newly commissioned graduates of the U.S. Naval Academy toss their midshipmen covers high in the air at the completion of Commissioning Week in Annapolis. After a well-earned leave period, the new officers report to duty stations around the world to start their careers as leaders of tomorrow's Navy and Marine Corps.



Sanno—A Place in Tokyo
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